The New-York Times.

VOL. XXIII.....NO. 6954. NEW-YORK, WEDNESDAY, DECEMBER 31, 1873. PRICE FOUR CENTS.

THE LOSS OF THE VIRGINIUS.

FULL DETAILS OF THE DISASTER.

OFFICIAL REPORT OF THE COMMANDING OFFICER—STATEMENTS FROM THE ENGINEER AND OTHERS—WHAT ADMIRAL ROWAN SAYS ABOUT THE AFFAIR.

All that remains of the steamer Virginius, of which so much has recently been said and written, now rests quietly at the bottom of the ocean. As exclusively reported in THE TIMES of yesterday, the ship foundered in eight fathoms of water, just off Cape Fear. Soon after the Virginius was delivered to the United States steamer Ossipee it was discovered that she was in a leaky condition, and immediately after her head had been turned northward the pumps were set to work, but notwithstanding the best efforts of the seamen, who worked manfully night and day, the water gained slowly in the hold. The ship was in this condition when Lieut. Commander David C. Woodrow was ordered to take command of her. Shortly after that officer came on board he concluded that it would be impossible for the ship to reach New-York. He afterward communicated this conviction to his superior officer on board the Ossipee, and advised that the Virginius be run into Charleston, which port he was sure could be made. This advice was not heeded, and the two vessels proceeded on their course to New-York. On the evening of the 25th inst. the Virginius became unmanageable. The water was up to within a few inches of her boiler fires, and gaining slowly. Her exhausted crew then determined to abandon her. For three days previously they had been working with the water up to their knees, and many of them were so worn out as to be hardly able to stand. Early on the morning of the 26th a boat's crew put off from the Ossipee, and, at the risk of their lives, gallantly rowed through the mountainous waves to the rescue of their shipmates. The boat first took off the landsmen, then the sailors, and after all the others were in safety the officers left the Virginius. The last boat left the sinking ship at 8:30 A. M. The Ossipee hove to after the entire crew of the Virginius was safely on board, and remained in the neighborhood to see what became of the vessel. At a little after 4 o'clock P. M. she began to settle down in the water. At first she went down by the head, her forward compartments being stove and open. After the water had reached to above the paddle-boxes, it rushed backward into the cabin, and, tearing out the compartment partitions, carried the ship down on an almost even keel. She sunk in latitude 33° 44' 10" north, and longitude 77° 59' west. The Smithville Light bore north three-quarter west by the compass, with the end of Nagg's Head north north-east. When the ship had disappeared, the Ossipee steamed up, and after attaching a buoy to the tow-rope by which the two vessels had been connected, steamed for New-York. On the 24th inst. the Commander of the United States revenue cutter Grant, received orders to put to sea, and upon falling in with the Ossipee and Virginius to seize the latter vessel and deliver her to the United States Marshal upon a charge of having violated the Revenue laws. This order was issued by the advice of District-Attorney Bliss, after a long consultation with Collector Arthur. On Sunday night the Grant fell in with the Ossipee, and Lieut. Blake, commanding the latter vessel, was then informed of the sinking of the Virginius. Yesterday he delivered his official report in person to the Collector and District Attorney. Early yesterday morning, as above noted, the Ossipee arrived at the Battery. She is now anchored just off Pier No. 1, but will proceed to the Navy-yard to-day. During the early part of yesterday no one was allowed to go on board the vessel. At 2 o'clock, however, after the commanding officer had communicated with United States District Attorney Bliss, the vessel was thrown open to visitors, and full particulars of the sinking of the Virginius were obtained. Below will be found full particulars of the disaster.

THE WRECK OFF CAPE FEAR.

HER POSITION UPRIGHT WITH FIVE FATHOMS WATER ON HER DECK.

Special Dispatch to the New-York Times.

WILMINGTON, N. C., Dec. 30.—The little known here in regard to the sinking of the Virginius is as follows:

On last Thursday afternoon several pilots espied, from the top of Bald Head light tower, 115 feet high, which is located on the peninsula, or about one mile from Cape Fear Point, two vessels about ten miles south of the Cape. One of those was plainly a two-funnel steamer, (the Virginius?) but they were uncertain as to whether the other (the Ossipee?) was a sailing vessel or steamer. They were in company, very near each other, and both were hove to and at anchor. On Friday morning it was observed from Smithville, located on the river or near its mouth, that a strange vessel, apparently a bark, was anchored about ten or twelve miles at sea. The pilot-boat Robert H. Carrow, with three pilots aboard, put out for her that afternoon. They returned the next morning without having seen her, and made another fruitless search for her that day.

THE WRECK DISCOVERED.

On Sunday, Dec. 28, Capt. Millbanks, of the Philadelphia steam-ship Tonawanda, passed into the river, and reported at Smithville that they had observed something that looked like a mast of a vessel above the water, and that, having steamed up to it, they found that it was either a maintopmast or the mizzentopmast of a vessel, it was difficult to say which. He represented her as lying with Bald Head Light bearing north half east about ten miles distant.

POSITION OF THE VIRGINIUS.

The pilot-boat Carrow again put out for the scene on Sunday afternoon, and easily found the wreck. They found everything just as Capt. Millbanks had described it. There was about three feet of a mast—they judged it to be the mizzentopmast—above the surface of the water—with numerous spars floating around and attached by the rigging to the vessel. There was also an empty pork barrel floating near the wreck, with a line attached to it. They began to haul in on this line and soon came to a very heavy hawser which was made fast to the line and which had evidently been used for towing, judging by the condition in which it was found. They also found some loose planking projecting above the water, fastened with iron braces, from which they were led to infer that it was an iron ship. They made soundings and found five fathoms of water on her deck, and about eight fathoms around her. She is apparently perfectly upright on the sand, as the small portion of her mast that is visible is perfectly vertical. The pilots on leaving her bore away with them the barrel with the hawser and rope attached to it.

A FIERCE GALE ON FRIDAY.

On Friday morning at 2 o'clock this section was visited with one of the severest storms we have ever had, and it may be that it was thus found necessary by the Ossipee to abandon the Virginius.

OFFICIAL CONFIRMATION.

DISPATCH TO THE SECRETARY OF THE NAVY.

WASHINGTON, Dec. 30.—The Secretary of the Navy this afternoon received a dispatch from the commander of the Ossipee announcing that the Virginius sunk on the night of the 26th, off Wilmington. No further particulars were contained in the dispatch, and there was no mention of any lives being lost, from which the Secretary infers that there were no casualties beyond the sinking of the steamer.

The Cabinet meeting to-day was almost two hours in length, and it was during the session that a telegram was received by the Secretary of the Navy announcing the sinking of the Virginius.

REPORTS AND STATEMENTS.

THE OFFICIAL REPORT OF COMMANDER WOODROW.

The following is the official report of Lieut. David C. Woodrow, who was in command of the Virginius:

UNITED STATES STEAMER OSSIPEE, THIRD RATE, AT SEA, LAT. 34° 18' N., LON. 73° 45' W., Dec. 27, 1873.

SIR: I have to report that I took command of the steamer Virginius on the evening of Dec. 17 off Dry Tortugas, relieving Lieut. Marix, Ensign George A. Calhoun, and Second Assistant Engineer N. H. Lamdin, together with three machinists, two boilermakers, and six seamen. Six ordinary seamen, eight seamen, and four ten landsmen composed her complement. Second Assistant Engineer Kirby and Midshipmen Underwood and Tyler subsequently joined the ship.

I found about seventy tons of coal in the ship, and over twenty tons of dirt and ashes in her fire-rooms. The bilge was very dirty. She was leaking in her forward compartment, and had water in all her compartments. During the evening we received stores on board and a working party from the Ossipee, who coaled ship all night from the schooner Mattie A. Hand.

The crew of the Virginius were exhausted by constant work from the time of leaving Bahia Honda. Next morning I stopped coaling, and put all hands at work pumping and bailing out ship, the water having gained two feet during the night. At 8 A. M. the water was up to the grate bars in both fire-rooms. The forward compartment had a depth of four feet, and the after compartment two feet six inches of water.

During the day I received assistance from the Ossipee in the way of working parties to help clear ship of water, repack stuffing-boxes, and overhaul pipes about engine. One party repaired the breaks in forecastle and caboose. Capt. Whiting was on board during the day and examined the leak around her fore foot with Chief Engineer King and myself. This leak was the only one of any consequence that I could find in the ship.

At 4 P. M. the water was so much reduced that I was able to start fires in forward boilers, and at 6:15, in after boiler. As soon as steam was reported, I commenced backing the engine, to clear the ship of water by her bilge pumps.

At 1:30 A. M. Capt. Whiting expressed himself as satisfied that the Virginius was in a fit condition to go north, and left the ship. Shortly after we went to sea in tow of the Ossipee.

During the day, and as long as the sea was comparatively smooth, we managed to keep the water down with the main engine-pumps. As we proceeded north, and the sea rose, the working of the ship gradually loosened the rivets of one of her bow-plates, and an old patch on her bow became loose, and she leaked so badly that I had to plug up her limber-holes in the forward bulkhead to keep fire-rooms clear.

During the forenoon of the 23d inst., I threw overboard her port bower anchor, and all the heavy weights in her fore-hold, consisting of old iron rigging, chain cables, old iron, &c., and shifted the coal from the fore-hold aft, in order to lighten her forward.

On the afternoon of the 23d we had from eight to ten feet of water in the forward compartment, and so much water in the fire-rooms as to endanger putting out the fires, and I signaled to you not to go further north, that there was a dock at Charleston, knowing that it would be dangerous to risk the carrying away of her forward bulkhead, and having no reliance on any of her pumps, which had been constantly breaking down and becoming choked ever since starting. Besides this, my men were worn out, their bunks were drenched, and they had no place to sleep. Her booms were then working so much that the bunks in the forecastle came adrift from the ship's side.

At 3 A. M., Dec. 24, the crown sheet of the middle furnace after boiler caved in, and I hauled fire from that boiler. Shortly after, several blisters were reported in the forward boiler. At daylight I signaled the condition of boilers and water, and you sent Chief Engineer King on board. He inspected the boilers, and I understood that, in his opinion, they were not safe, and I gave orders not to carry more than five pounds of steam unless in extreme necessity. With this low pressure one of the furnaces gave out in the afternoon, having a blister on the crown sheets three feet long. From this time until we made fast to you again on the 25th inst. we had about the same amount of water in the ship; but when we stopped our engines the water gained on us, and I asked you for permission to back my engines. Owing to having but three serviceable furnaces in the forward boiler, we could not carry steam to work the engines fast enough to throw much water, and as the sea increased, so did the water, and I asked you, toward night, to haul up close and take us off. Half an hour after I got the donkey-pump working, and, as we were keeping the water at a stand, I signaled that I could hold on till daylight. The water gained on us gradually during the night, until it put the fires out at 5 A. M. on the 26th inst., when the donkey-pump stopped. The hand-pump was broken and could not be repaired with any means at our command; so I signaled for you to take us off immediately. The forward compartment was full of water up to within a foot and a half of the spar deck; there was five feet of water in the hold, water over the grate-bars in fire-rooms, and the after compartment dry. The sea was very rough, and it was blowing a gale of wind from the north-east, and I did not think it safe to remain on board a minute longer than necessary. When your boat came under the Virginius' bow I put the landsmen in her first, and then only stopped work passing water out of the ship. It took five trips to take us all off, the officers going in the last boat. As it turned out, I might have been able to save the men's bags and hammocks, but under the circumstances I deemed it inexpedient to attempt it. At 4:17 P. M. the Virginius sank, bows first, in eight fathoms of water, the cross-trees above water. Inclosed herewith please find list of officers and crew at time of abandoning ship, and lists of articles lost belonging to the several departments of this vessel. Also Second Assistant Engineer Kirby's report of the condition of boilers and engines.

Very respectfully,

DAVID C. WOODROW,
Lieut. Commander U. S. N.

To Commander JOHN WALTERS, U. S. N., Commanding United States steamer Ossipee.

THE ENGINEER'S REPORT.

Second Assistant Engineer Kirby makes the following report:

UNITED STATES STEAMER OSSIPEE, NEW-YORK, Dec. 30, 1873.

SIR: I respectfully report that upon joining the steamer Virginius on Thursday night, the 18th, steam was up in both boilers, and no opportunity offered to examine their interior, and not knowing their condition, I thought it not advisable to carry more than sixteen pounds of steam. The bilge-water was then about a foot below the grate-bars in both fire-rooms. The hand-pump was broken down and the auxiliary steam-pump worn out, so the only possible way to keep the ship from sinking was to keep the main bilge-pumps going. They had no strainers to the suction-pipes, but we made strainers out of tin cans. There was so much dirt and ashes in the bilges that two men had to be constantly stationed at the suction-pipes to prevent them from choking up. The after boiler did not steam well, and apparently had not been cleaned for a long time. On the 24th inst., 3 A. M., three crown sheets in after boiler came down or bulged in. We hauled fires in that boiler at once, and at 2 P. M. the same day discovered a large bulge in one of the furnaces of the forward boiler. Hauled fire in that furnace and reduced pressure to five pounds, just enough to keep engines working, for the ship was leaking so fast I thought it was our only safety. For four days the men in the fire-room worked in water up to their knees, and at the time we left the ship they were nearly exhausted.

A. KIRBY,
Second Assistant Engineer, U. S. N.

To Commander JOHN WALTERS, United States Navy, commanding United States steam-ship Ossipee.

STATEMENT OF ADMIRAL ROWAN.

It was understood in the navy-yard yesterday that no person on board the Ossipee would be allowed to go on shore, as the District Attorney had given orders to that effect. Later in the afternoon the First Lieutenant, George A. Calhoun, and Engineer A. H. Lamdin, of the ill-fated Virginius, came off, and repaired to the office of Vice Admiral Rowan, to obtain instructions what they should do in the premises, as some of the men were rather anxious to get on shore. The Vice Admiral, as was supposed, wrote to the District-Attorney as to what he should do, and requested to know whether that gentleman intended to hold an investigation on board the Ossipee. The reply had not come back to the Brooklyn Navy-yard up to a late hour in the afternoon. At 2:30 o'clock in the afternoon of yesterday, a TIMES reporter paid a visit to the navy-yard, where he found Vice Admiral Rowan in his office talking to two gentlemen, one of whom was attired in naval uniform, the other in civilian's dress. These two gentlemen were afterward ascertained to be Geo. A. Calhoun, First Lieutenant of the Virginius, and A. H. Lamdin, one of her engineers. The writer on entering stated to the Vice Admiral his mission, that he had come in search of some facts in reference to the foundering of the Virginius, and that he understood the Captain of the Ossipee had already sent in a report of the occurrence to the Admiral, and ended by asking the latter gentleman if it were possible to get a copy of the statement. The Admiral said: "All I am at liberty at present to tell is that the Virginius sunk in eight fathoms of water. I cannot, of course, show you the report of the Captain, or give you any extensive particulars as to its contents until the document is first submitted to the Secretary of the Navy. Then, of course, the public will be put in full possession of the entire facts of the case. This I know, however, that she sunk in lat. and longitude 33° 47' and 77° 59'. The unfortunate calamity was owing to the fact that the water came in and the boiler gave out. So far as I have been able to glean from a cursory glance at the report, and from a conversation with these two gentlemen, (here the Vice Admiral introduced THE TIMES reporter to the First Lieutenant and the Engineer of the Virginius,) the Virginius was leaky from the start—from the time she left Bahia Honda. As they proceeded on their voyage the ill-fated ship became daily more and more leaky and unmanageable. There was a patch on the bow, and this appeared to be the cause of the trouble. This patch was carried away by the fury of the tempest which raged at the time, and thereby an easy means of ingress was afforded to the water, which rushed in in large quantities. The ship was filled with compartments, and these, as well as the hold, were flooded. The water was, I understand, continually putting out the fires in the engine-room, during the voyage, and though the pumps were kept constantly going, it was evident on Friday, the 26th, that no amount of exertion would keep her afloat. As a natural consequence the men were well-nigh exhausted, and the only alternative left the naval officer in charge was to give them directions to desist from their labor. Seeing that she threatened to become a wreck, they put into shore, as the most suitable resource left, and her condition continuing to grow more hopeless every hour, the Captain and men, one and all, left her to her fate and were taken on board the Ossipee. She sunk at 4:17 o'clock on the afternoon of the 26th inst. She left Bahia Honda on the 15th of December, and the men state that from that to the 25th the voyage throughout was of the most disagreeable character, owing to her utter unseworthiness. Her machinery was bad, her engine was in the worst condition of repair it is possible to conceive, and the hold and all the compartments were thoroughly out of repair. The pumps were of the worst kind, and consequently it is not unnatural to suppose that she took in considerably more water than she gave out. From what the men state, I judge that owing to her general rotten condition, and the violence of the storm prevalent at the time, that it was utterly impossible to save her from her fate, which, from the outset, seemed inevitable. In reply to a question here put by THE TIMES reporter the Vice Admiral said: "I don't think the United States naval authorities, or any other authorities, will trouble themselves any further about the wreck of the Virginius. She is not worth going to any further trouble about. Everything about her is completely valueless, except the hull, which being made of iron is firm. I should think (here the Vice Admiral laughed) the Spaniards will have a hard time to get her back again from the United States, should they demand her restoration. All the crew were saved, I am happy to say."

STATEMENT OF ASSISTANT ENGINEER A. H. LAMDIN.

Mr. A. H. Lamdin on being questioned by the reporter said: "The Virginius went down on the afternoon of Friday last, the pumps being powerless to keep her afloat. The men worked at the pumps day after day, and I have stayed by the engine for several hours without leaving, fearing the fires would go out. At the time we got the ship from the Spaniards she was in very bad condition—about the worst condition I ever saw a ship in. She was actually torn to pieces inside. She was pretty well torn up, and got into disuse from lying idly so long in the water. Of course the Spaniards took no care of her. There was no dry dock at Bahia Honda to put her in for repairs. We had to keep constantly pumping her from the time we got her until she went down. She was under steam until a short time before she sank. From the time that there were indications of her going down until it became inevitable that she must sink every man on board worked hard, and it was only when they became positively wearied out, and when they saw she could not surmount her fate, that they ceased working and undertook the task of saving themselves. The water put out the Captain's tea-kettle as well as the fire in the engine-room. We had considerable difficulty in getting off, when we saw she was about to sink. There were sixteen men in the engineer's department, and they worked like lions. It was so exceedingly rough on some of the days that I got sea-sick. We spoke the Colorado during the voyage. One small-boat from the Ossipee took the whole crew off, otherwise we might have perished. The Virginius went down more suddenly than we expected, she being at the time she sunk about fifteen or twenty miles from land. We had to run into shallow water in consequence of the storm. We afterward anchored, and took up a position at the place where we went down. We left Bahia Honda on the 16th, and arrived at Tortugas on the 18th, where we put in for coals. We left there on the following day, the 19th, and foundered on the 26th, seven days after leaving Tortugas. There were no passengers on board of her. When we first left I didn't have a suspicion that she would go down, as I was all the time mostly confined to the engine-room, and had nothing to do with the general management of the vessel. The water poured into the engine-house, and I endeavored to keep it clear, but I didn't succeed. The ship was in a fearful condition when handed to us by the Spaniards. She was filthy, and wholly unfit for occupation by passengers. Her former passengers, I learned, seemed

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WASHINGTON.

OFFICIAL INFORMATION RECEIVED OF THE LOSS OF THE VIRGINIUS.

Special Dispatch to the New-York Times.

WASHINGTON, Dec. 30.—The diplomatic correspondence relative to the Virginius will be transmitted to Congress early next week. The Secretary of the Navy has received official information that the Virginius sunk on the night of the 26th instant, off Wilmington, N. C.

OBLIGATIONS INCURRED BY INDIAN COMMISSIONERS.

The Commissioners appointed to remove the Kickapoos from Texas to the Indian Territory, owing to the interruption of communications incident to the Mackenzie raid, were unable to draw upon their appropriation for the expense of the removal before the end of the fiscal year. The Commissioners, consequently, were compelled to give their personal obligations for a considerable portion of the cost of the removal. A bill will be introduced to authorize the Secretary of the Treasury to pay these Commissioners from the unexpended balance of their appropriation the personal obligations which they incurred, and also to use the remainder of the unexpended balance for the support of the Kickapoos in the Indian Territory.

REVISION OF THE LAWS.

It is the purpose of the House Committee on the Revision of the Laws to report favorably, shortly after the holidays, the bill which comprises an entire revision of the United States statutes. This bill, if it becomes a law, will reduce the bulk of the United States statutes from sixteen volumes to one.

TRADE WITH CANADA.

Senator Morton expects, soon after the reassembling, to speak upon the condition of our trade with the Canadas in its relation to the Reciprocity Treaty.

THE INDIAN TERRITORY.

Mr. Ross, Chief of the Cherokee Nation, has come to Washington to look after the interests of his tribe. He is especially instructed to oppose all bills which have been introduced looking to the opening of the Indian Territory to railroads. Two bills for this purpose have been already introduced in the House, one by Mr. Parker, of Missouri, and one by Mr. Hines, of Arkansas. One has been introduced by Mr. Ingalls in the Senate. Mr. Ross states that the press telegrams from the borders of the Indian country do not present the sentiments of the Indian people. Recent telegrams from that section have stated that the Indians were much excited at the suggestions of the President's Message that wild Indians from the North and South shall be placed on the reserves in the Indian Territory. Mr. Ross states that the Indians of that Territory, on the contrary, are quite willing that other Indians shall come there in accordance with the recommendations of the President's Message. He is of the opinion that telegrams of a contrary nature are inspired in the interests of the railroad managers, who do not wish more Indians in the Territory, for the reason that they desire to have the lands unincumbered by Indians. It is expressly provided in the treaties with the Cherokees and Choctaws that other Indians shall be permitted to locate in the Indian Territory, west of the parallel which forms the eastern boundary of New-Mexico. So far as savage Indians are concerned, Mr. Ross thinks that there can be no more sent to the Territory than the bands already located there. Among the wild tribes now in the Territory are parts of the Arrapahoes, the Kiowas, the Comanches, the Apaches, the Osages, and the Modocs.

THE UTAH PROBLEM.

There is a movement to unite the friends of the different bills which have been introduced to aid in the execution of the laws in Utah, in favor of some one bill. It is definitely proposed by some of the leading Senators and Representatives to secure at this session of Congress some law which will furnish the means for a final restoration of order and good government in Utah, if not for the extinction of polygamy.

TREASURY DEPARTMENT STATIONERY.

The charge that the Treasury Department uses stationery to the amount of $50,000, each year, exclusive of blanks, is exaggerated. Although the last appropriation for this purpose was $50,000, but little more than $40,000 was expended. The remainder was covered into the Treasury. The amount expended the preceding year was but $31,000. The expenditures for stationery in the Treasury Department have been reduced from $175,000 during the war to about $10,000 at present. The officer in charge of the Printing Bureau of the Treasury invites the most rigid investigation into every detail of that bureau. He asserts his ability to show the disposition of every quire of paper and every parcel of pencils distributed by that bureau. The bureau has not only charge of all the stationery and printing of the Treasury Department, but all the stationery, printing, and blank-books of all the Custom-houses in the country.

CHEAP TRANSPORTATION SCHEMES.

The friends of the several cheap transportation schemes already introduced in the House will encounter many difficulties if their bills should chance to reach the Senate. Some of the Senators who are pronounced anti-monopolists are not able to carry their advocacy of these schemes so far as to overcome their theories regarding the constitutional power of the Government to regulate commerce and to establish post roads. The Committees on Commerce and Railroads in the Senate are not believed to be as much inclined to recommend charters for inter-State railroads as is the House Committee on Railroads and Canals.

THE INDIAN BUREAU.

Senator Bogy will introduce a bill to reorganize the Indian Bureau, and to attach it to the War Department. He expects the co-operation of all trans-Mississippi Congressmen. Bogy was formerly Commissioner of Indian Affairs under Andrew Johnson.

ILLITERACY BEFORE CONGRESS—A SCHEME FOR NATIONAL EDUCATION.

THE TIMES, in a recent editorial article, has shown that the chief need of the South is education. A prominent citizen of South Carolina declared at a late convention in that State, "that probably three-fourths of the children are growing up in mental darkness, and many are learning nothing but how to do evil." THE TIMES also showed that, from the statistics of the last census, it appears that in 1870 there were in the United States 4,438,206 persons of the age of ten years and upward who were not able to read. This illiteracy is mainly confined to the following sixteen States: Alabama, Arkansas, Delaware, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, Missouri, North Carolina, South Carolina, Tennessee, Texas, Virginia, and West Virginia. In those States alone, 3,550,424 of the whole number of illiterate persons were found. A bill has already been reported to the House of Representatives which is designed, in some measure, to remedy this evil. It is the bill introduced by Hon. George F. Hoar, of Massachusetts, "to establish a system of national education, and to apply the proceeds of the sales of the public lands to the education of the people." This bill has been unanimously reported from the Committee on Education and Labor, and the committee, by right, hold the floor in the House for its discussion in the first morning hour after the holidays. The bill is substantially the same that passed the House last session, but which failed of passage in the Senate, owing to the opposition of the friends of the Agricultural College bill. The President, in his message, calls attention to the objects which it is the purpose of this bill to accomplish. It is one of the purposes of this bill to place the influence of the National Government on the side of education. The friends of the bill, taking counsel of an eminent French Statesman, have agreed that "it is cheaper to build school-houses than to build prisons." The bill is based upon the idea that suffrage is dangerous if not intelligent. It proposes a remedy for the very great increase of ignorant suffrage incident to our liberal naturalization laws, and to the extension of home suffrage. The bill, it is claimed, "seeks in a constitutional and practicable way, to establish schools by national authority where the States would not, without interfering with a State that would do it for itself." The constitutional right to pass such a law, it is maintained, is to be found in the simple proposition that "the sources of power being in the people, free schools and general education are essential to good government and the perpetuation of free institutions," and that schools are as necessary to republican government as courts. Since the United States, as charged with the duty of guaranteeing republican government in every State, might interfere to establish courts, where the administration of justice was denied, so, it is argued, the General Government might interfere for the establishment of schools where a State refused, or is unable, to provide means for education. The mechanism of the bill is very simple. The bill "forever consecrates and sets apart the proceeds of the public lands to the education of the people as follows: One-half the receipts of lands, after deducting expenditures, is to be distributed among the States, Territories, and District of Columbia; the other half is to be invested, and to create a fund whose income is, in like manner, to be distributed." The distribution for the first ten years is to be on the basis of illiteracy. This would give the greater portion of the fund for the first ten years to the Southern States. It is claimed for the bill that it would put an end to the waste of the public lands. It is expressly provided, however, that the provisions in the bill shall in no wise interfere with the operations of the Homestead law, or with the laws granting bounties to soldiers of the late rebellion. It is estimated that the future net proceeds of the public lands will amount to two millions of dollars annually. Mr. George F. Hoar, the framer of the bill, has arranged a table showing, upon the distribution of one million of dollars to the different States, what would come to each pro rata. The basis of illiteracy of persons ten years old and upward, unable to write, is ascertained from the last census. The following is the table:

Delaware	$4,081 77	Mississippi	$55,361 88
Maryland	23,942 67	Missouri	39,300 02
Dist. of Columbia	5,074 65	Arkansas	23,561 00
Virginia	78,780 29	Louisiana	48,707 12
West Virginia	14,897 28	Texas	39,174 92
Kentucky	58,693 50	Illinois	23,004 29
Tennessee	64,141 96	Massachusetts	17,271 01
South Carolina	51,508 97	Maine	3,366 49
Georgia	82,840 38	Ohio	30,599 49
Alabama	67,678 22	Rhode Island	3,873 44
Florida	12,637 59	New-Mexico	9,227 27

It will be observed that the largest portion of this fund will go for the instruction of the colored people and ignorant whites in the Southern States.

Dispatch to the Associated Press.

COMMENTS ON THE APPOINTMENT OF MR. CUSHING.

The appointment of Gen. Caleb Cushing to be the successor of Gen. Sickles as Minister to Spain continues to excite comment concerning the character of the instructions he will receive from the Department of State after the confirmation of the nomination by the Senate. Although usage is opposed to an open declaration of the line of diplomacy to be pursued, it can be stated with truth that one of the subjects to which Mr. Cushing will give his attention will be the policy of political and administrative reforms in Cuba as the best means calculated to restore peace to that island and promote its prosperity, and among those reforms is included the abolition of slavery in the Antilles. These views have respectfully been enforced, both in the President's annual Message and the official correspondence of Secretary Fish, and which have been often communicated to the Spanish Cabinet. It will be recollected that several years ago our Government tendered its good offices to Spain, in the hope of Cuban pacification, and that they were repeatedly declined on the basis suggested. It is not improbable that a similar tender will again be made by the new Minister, as the Administration will resort to every proper expedient for the purpose of restoring peace, and of protecting American interests in Cuba and the adjacent waters. And there can be no doubt that an effort will be made to conclude a new commercial treaty with Spain, the only one ever made with that power being that of 1795, of friendships, limits, and navigation.

NAVAL ORDERS.

Chief Engineer A. J. Kierstéd is ordered to duty in charge of engineers' stores at the Philadelphia Navy-yard. Master W. F. Buckley is detached from the Terror and placed on waiting orders. Chief Engineer H. Newell is detached from duty in charge of stores in the engineers' department at the Philadelphia Navy-yard. Chief Engineer Joseph Frilley is detached from recruiting duty at Chicago, Ill., and placed on waiting orders. First Assistant Engineer Albert Aston is detached from recruiting duty at Detroit, Mich., and ordered to resume his duties connected with steam boilers at Washington, D. C. Second Assistant Engineer L. R. Harvey is detached from recruiting duty at Burlington, Vt., and ordered to the Boston Navy-yard.

HEALTH OF GEN. SPINNER.

Gen. Spinner will leave this city on Friday for Florida. His health is somewhat better than it was in the early part of the Winter, and he is almost constantly at his desk in the department.

ANOTHER AMERICAN OFFICER IN THE SERVICE OF THE KHEDIVE.

Special Dispatch to the New-York Times.

CHICAGO, Dec. 30.—Col. Wm. McE. Dye, of Marion, Iowa, has accepted the position of Chief of Staff to the Khedive of Egypt. Col. Dye graduated from West Point in 1833, was formerly of the Eighth Infantry, and at the time of his resignation in 1871 was Major of the Fourth Infantry. Since then he has been farming in Iowa. He left for New-York yesterday afternoon, thence to sail for Cairo.

THE EPISCOPAL SECESSION IN THE WEST.

Special Dispatch to the New-York Times.

CHICAGO, Dec. 30.—The Episcopal secession movement has found supporters in Colorado. A special to this city says that Rev. Thos. J. McFadden, Pastor of St. Paul's Church, Littleton, twelve miles from Denver, announced in his sermon on Sunday that service next Sunday will be according to the new movement, and that he will act on that platform. Rev. Walter H. Moon, of St. John's Church, Denver, telegraphed to New-York to stop further aid to Rev. Mr. McFadden from the Missionary Society, and he will next Sunday take charge of the seceding minister's pulpit. It is believed that other Episcopal clergymen will follow the "new departure." Mr. McFadden went to Denver from New-York in August last.

THE MISSION TO MADRID.

TELEGRAPHIC CORRESPONDENCE BETWEEN MR. FISH AND GEN. SICKLES.

WASHINGTON, Dec. 30.—The following is the telegraphic correspondence between Secretary Fish and Ex-Minister Sickles concerning the resignation of the latter:

MADRID, Dec. 6, 1873.

Hamilton Fish, Secretary of State, Washington:

It is published semi-officially that the Government disapproves of my conduct in the case of the Virginius. If, in the opinion of the President, my resignation would facilitate a satisfactory termination of that question, or be otherwise advantageous to the public interests, such resignation may be considered as hereby respectfully tendered.

(Signed,) SICKLES.

WASHINGTON, Dec. 6, 1873.

Sickles, Minister, Madrid:

The alleged publication of disapproval of your conduct is entirely unauthorized. No dissatisfaction has been expressed or intimated, and it is deemed important that you remain. Your resignation at this time would not be accepted, as it would interfere with the prospects of an accommodation.

(Signed,) FISH.

MADRID, Dec. 16, 1873.

Hamilton Fish, Secretary of State, Washington:

I respectfully request that my telegram of 6th inst., tendering my resignation, and your reply of same date, may be now published.

(Signed,) SICKLES.

WASHINGTON, Dec. 17, 1873.

Sickles, Madrid:

Your tender of resignation was only hypothetical, and your telegram referred it to alleged publications unknown here, attributing dissatisfaction which had not been expressed. Under these circumstances publication is not deemed necessary, and cannot be authorized.

(Signed,) FISH.

MADRID, Dec. 20, 1873.

Hamilton Fish, Secretary of State, Washington:

I respectfully renew the tenor of my resignation, which I trust may be accepted now without interfering with the prospects of an accommodation.

[Signed] SICKLES.

WASHINGTON, Dec. 20, 1873.

Sickles, Madrid:

Your resignation will be accepted. Letters of recall, with instructions, will be forwarded by next mail. Signed, FISH.

CORPORAL PUNISHMENT IN SCHOOLS.

AGITATION OF THE MATTER IN THE BOARD OF EDUCATION.

Special Dispatch to the New-York Times.

CHICAGO, Ill., Dec. 30.—For some time an effort has been made to have corporal punishment abolished in the public schools of this city. The press has helped the movement, and a recent case of brutality on the part of the Principal in one of the largest schools, did much toward the success of the movement. A few weeks ago a resolution was introduced in the Board of Education providing for the abolishment of such punishment. To-night the committee, to whom the matter had been referred, reported, recommending the adoption of the resolution. The matter was discussed at length, and finally the resolution was defeated by a large majority.

EXECUTIONS, LAWFUL AND UNLAWFUL.

A CONVICTED MURDERER HANGED IN CANADA.

BARRIE, Canada, Dec. 30.—The murderer Tryons suffered the extreme penalty of the law this morning. The prisoner appeared haggard and worn through his long confinement, but he walked up the scaffold steps firmly, and did not speak. His lips moved as in prayer. At the conclusion of the Lord's Prayer, by Rev. Mr. Morgan, the bolt was withdrawn, and in a few minutes the prisoner had passed into eternity without a struggle.

A MURDERER AND ROBBER LYNCHED IN NEW-MEXICO.

DENVER, Col. Dec. 30.—Michael Carney, a cattle-dealer of Denver, was murdered near Vermijo, New-Mexico, about noon on Saturday, and was robbed of money and drafts to the amount of $10,000 or $12,000. The Sheriff of the County, with a large party, pursued the murderer, and captured him on Sunday near the Red River. On taking him to Vermijo, they hung him up until he confessed where he had secreted the stolen property. They then took him to Cimarron and lodged him in jail. Last night a mob took him from the jail, and hanged him to a telegraph pole. The murderer gave his name as John Cawley, and states that he was twenty years of age, and a native of Pennsylvania.

PETER MAILMAN HANGED IN NOVA SCOTIA.

LUNENBURG, N. S., Dec. 30.—Peter Mailman was hanged this morning for the murder of his wife, in the presence of 3,000 people. There was great excitement among the spectators, who thronged the approach to the place of execution. After service and prayer in the prisoner's cell the doomed man, accompanied by the Sheriff and clergymen of the Church of England and Wesleyan and Presbyterian Churches, walked to the scaffold and ascended with a firm step, without assistance. He was very calm, never changing color or moving a muscle while his arms and legs were being pinioned. When asked if he had anything to say, he replied, "No;" that he wished to keep his mind fixed on heaven. He then handed Rev. Mr. Owen a confession of his crime, which was read. After a short prayer by Mr. Owen, the black cap was drawn over Mailman's face, and a few moments later he was dead. Before leaving his cell Mailman acknowledged that he had committed a great sin before God; that he repented, and was ready to lay down his life.

LOSSES BY FIRE.

The large planing-mill of N. D. Lovely, at Plymouth, Ind., was burned on Monday night.

A fire yesterday morning destroyed the store of Farrington, Campbell & Co., wholesale dealers in tea, coffee, and spices, Nos. 74 and 75 Jefferson avenue, Detroit. The loss on the stock is between $50,000 and $60,000; insurance, about $20,000. The building is owned by Julius Robinson, and is badly damaged.

A fire at Stevens Point, Wis., on Sunday night, caused by the explosion of a kerosene lamp in a saloon, burned all the wooden buildings on Main street, from the public square, on the north-east corner of Main and Second streets, to McCulloch's new stone block, at the corner of Main and Third streets, and on Second street north to the Mansion House. The loss is $40,000.

DESPERATE AND FATAL AFFRAY IN ILLINOIS.

Special Dispatch to the New-York Times.

CHICAGO, Dec. 30.—A dispatch form Carolton, in this State, states that on Christmas Day Solomen Silkwood and William Husan got into a dispute with the Hopper brothers, wood-choppers, at Grand Pass Landing, Illinois River. The Hoppers visited Walkerville last night, where they expected to meet their antagonists, but failed. On returning home they saw Silkwood and another man approaching in the road and stepped into the brush at one side. When the others were passing they fired upon them, and James Isham was killed outright and Silkwood dangerously wounded. The desperadoes were arrested.

THE BUFFALO RIVER FROZEN.

BUFFALO, N. Y., Dec. 30.—The Buffalo River and Harbor were frozen over to-day for the first time during the season. Such an open Fall has not occurred in this locality but twice in sixteen years.

LATEST NEWS BY CABLE.

THE VILLE DU HAVRE.

OPENING OF THE INVESTIGATION IN LONDON.

LONDON, Dec. 30.—Mr. Hamel, an official of the Board of Trade, opened the inquiry into the Ville du Havre disaster to-day. He stated that the object was to elicit facts. There was no desire to prefer criminal charges against any one.

The second and third mates of the Loch Earn were the first witnesses examined. They testified that they did everything in their power to prevent a collision, and described the efforts they made to attract the attention of those on board the steamer. The hearing of their testimony as to the conduct of the French officers after the collision, was postponed, as the latter have not yet arrived here, and the owners of the steamer had no counsel present to represent them.

ACHEEN.

ANOTHER VICTORY OF THE DUTCH OVER THE ACHEENESE.

PENANG, Dec. 30.—There has been another engagement in Acheen between the Dutch troops and a large force of Acheenese in which the latter were defeated with heavy

VOYAGE OF THE COLORADO.

CONDITION OF THE SHIP AT THE START.

SKETCH OF THE OFFICERS—UNFITNESS FOR SEA—INCIDENTS OF THE VOYAGE.

From Our Own Correspondent.

UNITED STATES FRIGATE COLORADO, KEY WEST, Saturday, Dec. 20, 1873.

The Colorado had been lying in "Rotten Row" at the Brooklyn Navy-yard ever since her last cruise, when, on the 2d of December, she was again put in commission, and Capt. Geo. M. Ransom took command of her. At that date she was in very much worse condition than she had been when she came off her long and wearing cruise in the China Seas. She had been partially dismantled and disjointed, and left to both wet and dry rot. And yet the emergency was believed to be pressing, and Capt. Ransom's orders were peremptory to get ready and proceed to sea as early as possible. Fortunately he had a fine detail of officers sent him, and as the navy has few trumpeters of its worthies or of its deeds and endurance, let me here give some note of the officers distinguished by being selected to carry the Colorado to sea and to Cuba.

SKETCH OF CAPT. RANSOM.

Capt. George Marcellus Ransom, commanding the Colorado, was born June 16, 1820, in Springfield, Otsego County, N. Y. While at Warren, Trumbull County, Ohio, on July 23, 1839, he was appointed a Midshipman; Passed Midshipmen, July 2, 1845; Acting Lieutenant, Feb. 4, 1850; Master, June 28, 1853; Lieutenant, Feb. 21, 1854; Lieutenant Commander, July 16, 1862; Commander, Jan. 2, 1863; Captain, June, 1870. At Richfield Springs, Otsego County, N. Y., he was married on June 25, 1845, to Miss Jane S. Manley.

From Sept. 23, 1839, to June 2, 1842, he served as Midshipman in the Marion on the coast of Brazil and the Rio de la Plata; from Jan. 13, 1843, to Sept. 27, 1844, was Acting Master and Lieutenant in the Erie, on the coast of Chili and Peru and among the Sandwich and Society Islands, the Erie, during most of the period being, the flag-ship of Commodore A. J. Dallas; served seven months in the squadron commanded by Commodore David Conner and afterward by Commodore M. C. Perry, on the coast of Mexico in the war of 1847; in the flagship Portsmouth on the west coast of Africa, from June 28, 1848, to Oct. 16, 1850, as Master and Acting Lieutenant, receiving a letter from Hon. Wm. Ballard Preston, then Secretary of the Navy, expressing the high gratification of the department "at the taste and skill displayed by Acting Lieut. Ransom" in the execution of a chart of the west coast of Africa, indicating the operations of the squadron; in the John Adams as Acting Lieutenant and bearer of dispatches from Oct. 10 to Nov. 30, 1850; executive officer on store-ship Relief, coast of Brazil and Rio de la Plata, from April 28, 1851, to Aug. 14, 1852; United States steamer Michigan, on the lakes, from Sept. 1, 1853, to March 1, 1855; brigs Perry and Dolphin, as Lieutenant and executive officer, on west coast of Africa, from March 13, 1855, to April 10, 1856; Lieutenant on flag-ship Jamestown, coast of Africa, from April 10, 1856, to June 8, 1857; Narragansett, on the coasts of Chili and Peru, from Oct. 1, 1858, to April 13, 1861; appointed April 13, 1861, executive officer of the United States steamer Saranac, Pacific squadron, superintending her extensive repairs at the Navy-yard, Mare Island, Cal. During the late war Capt. Ransom commanded the United States gun-boat Kineo, and served in Admiral Farragut's squadron in the Mississippi River, during March 7, 1863, until Feb. 28, 1863, when, having been promoted, he was detached from the Kineo and ordered North. As commander of the Kineo he was in several engagements with the Confederate gun-boats in the Mississippi River, during March and April, 1863—twice under a tremendous fire from Forts Jackson and St. Philip, on one of which occasions the Kineo threw forty-two 11-inch shells into Fort Jackson, dismounting a heavy gun of that fort. The Kineo, under Capt. Ransom, was also in the passing of Forts Jackson and St. Philip, and in the destruction of Confederate gun-boats, rams, iron-clads, floating batteries, &c., April 24, 1862, on which occasion the Kineo joined in close fight with the Confederate gun-boat McRee, compelling her to hoist the white flag of surrender. By special invitation from Commander Malmethon Smith, of the Mississippi, joined in the destruction of the ram Manassas. On the 26th of May, 1862, threw from the Kineo forty-one 11-inch shells into the town of Grand Gulf, from which a field battery had just fired into two transport steamers, killing and wounding several of Gen. Williams' brigade. It was officially conceded that the shells of the Kineo and Katahdin, in the afternoon of Aug. 5, 1863, caused Breckinridge's army to fall back suddenly in great consternation from that point. Oct. 1, 1862, being senior officer of flotilla, captured 1,500 head of cattle nine miles above Donaldsonville, La. Oct. 4, 1862, was attacked just below Donaldsonville by nine pieces of masked artillery and 2,000 infantry, the distance being only about 250 yards; and on Oct. 26, 1862, was attacked just above Donaldsonville by a masked battery supported by guerrillas, at a distance of about 200 yards—in each of these instances the enemy being quickly driven from position with considerable loss. While in command of the Grand Gulf, of the North Atlantic Blockading Squadron, Nov. 21, 1863, Capt. Ransom captured the blockade-runner Banshee; March 6, 1864, the blockade-runner Mary Ann, and May 6, 1864, the blockade-runner Young Republic. From Dec. 19, 1864, to Nov. 6, 1865, Capt. Ransom commanded the United States steamer Minnesota, and on the 20th of May, 1865, was appointed by Acting Rear Admiral C. Stribling to have a general supervision of all the vessels employed on the blockade in the East Gulf Squadron. This command comprised in all thirty-eight vessels, and a jurisdiction extending from St. Andrew's Bay to Indian River, on the east coast of Florida. July 6, 1865, the command of the station at Key West, Fla., and of all that remained of the East Gulf Squadron, was devolved on Commander Ransom by Acting Rear Admiral Stribling, which command he retained until severe sickness made it necessary that he should be relieved, November, 1865.

Among special services performed by Capt. Ransom, he was on duty at the Naval Observatory, Washington, from Sept. 15, 1845, to April 24, 1846; again, from Aug. 31, 1846, to Jan. 4, 1847; and again, from Oct. 6, 1847, to June 22, 1848. He was Assistant Inspector (most of the time in charge) of Ordnance, at Boston, from July 14, 1857, to Oct. 1, 1859, and much of the time superintended the casting and making of nine-inch guns at the South Boston Foundry, and the proving of them at Castle Island. He commanded the United States steamer Algonquin from Jan. 18 to March 21, 1866, in her trials with the United States steamer Winooski, and was also employed on the sea trial of the Idaho, from April 4 to May 25, 1866. Since the last date, Capt. Ransom has been on duty at New-York, League Island, near Philadelphia, Brooklyn Navy-yard, &c., being Executive Officer at the last-named station when ordered to his present command. In 1869-70 he commanded the iron-clad Terror, Pacific Squadron.

THE EXECUTIVE OFFICER.

Lieut. Commander Edgar C. Merriman was born in New-York, and appointed from that State Sept. 21, 1857, remaining at the Naval Academy, Annapolis, until 1860, when he resigned. At the breaking out of the late war, however, he exhibited his patriotism by re-entering the service as an acting master, doing his duty gallantly and skillfully on the mortar flotilla, from 1861 to 1863, being present at the bombardment of Forts Jackson and St. Philip, in April, 1862, and receiving his commission as Lieutenant July 16, 1862. He was on the Santiago de Cuba 1863-64. In 1864 he served on the steamer Florida, of the North Atlantic Blockading Squadron, and was with the Pacific Squadron in 1865 to '71. He was commissioned Lieutenant Commander July 25, 1866, since which time he has undergone the usual vicissitudes of the service, and last served on the Juniata, (hunting for the Polaris in the Arctic seas,) before being ordered to his present duty. He is a fine specimen of the hale, hearty, bluff sailor, and is, withal, a skillful officer and accomplished gentleman. His home, where his family now resides, is Geneva, N. Y.

THE NAVIGATOR.

Lieut. Commander Horace Elmer, the navigator of the Colorado, was born in New-Jersey, from which State he was appointed Sept. 21, 1861. He was promoted Lieutenant Commander April 27, 1869. He came from League Island to his present duty.

THE OTHER OFFICERS.

Lieut. Edwin Longnecker was appointed from Pennsylvania, of which State he is a native, Sept. 24, 1861, and received his commission as Lieutenant March 26, 1869.

Lieut. James K. P. Ragsdale, born in Mississippi, was appointed from Texas Sept. 21, 1860, and received his present commission March 26, 1869.

Lieut. Bloomfield McIlvaine, of Pennsylvania, from which State he was appointed Oct. 8, 1862, was commissioned Lieutenant March 21, 1870. He was with the Colorado in the Corean expedition.

Lieut. Willis Swift, of Connecticut, was appointed Sept. 23, 1863, and received his present commission March 21, 1871.

Master Karl Rohrer was born in Germany, but appointed from Missouri, July 23, 1865, receiving his present commission Nov. 10, 1872.

Ensign Whitmul P. Ray, of Indiana, was appointed Sept. 30, 1866, and received his commission as Ensign June 7, 1870.

Midshipman Chauncey Thomas was born in New-York, but appointed from Pennsylvania Sept. 26, 1867, graduating June 6, 1871.

Midshipman Robert D. Stevens, of New-York, was appointed June 23, 1867, and graduated June 6, 1871.

Medical Inspector Samuel F. Coues is a native of New-Hampshire, from which State he was appointed to the service as Assistant Surgeon Feb. 23, 1851. His service was first on the Portsmouth, of the Pacific Squadron, where he remained from 1852 to 1855. Then he served successively at Chelsea Hospital, Massachusetts; the Laboratory, New-York; steamer Saginaw, 1861; was commissioned Surgeon April 28, 1861; was on the Housatonic, West Gulf Squadron, 1862, and on same ship, South Atlantic Blockading Squadron, 1863; steamer Saranac, Commander Dornin, Pacific Squadron, 1864-65; Naval Hospital, Chelsea, Mass., 1866-68; steamer Richmond, European Squadron, 1868-70. He received his present commission March 3, 1871.

James M. Scott, Assistant Surgeon, was appointed from Ohio April 27, 1868.

Henry M. Martin, Assistant Surgeon, was appointed from Pennsylvania March 21, 1870.

Pay Inspector W. W. Williams is probably the youngest officer of his rank in his branch of the service. He was appointed Assistant Paymaster from Ohio Aug. 29, 1861. He first served in the steamer Louisiana, North Atlantic Blockading Squadron, 1862-64. He was promoted Paymaster March 2, 1864; served on steamer Wachusett Brazil Squadron, 1864; Mound City, Ill, 1865, and in the South Pacific Squadron from 1867 to 1869. He was attached to the Fredonia when that vessel was lying off Africa, and had just landed from the ship when the tidal wave which destroyed both land and ship occurred. He fortunately escaped by noting the fast-rising tide and hastening to the heights.

Mr. E. L. Talbot is the efficient pay clerk, having seen long service, and proved his capacity and fidelity.

Mr. Thomas S. Manley, of New-York, is Captain's clerk, and is a very accommodating and clever gentleman. He is Capt. Ransom's brother-in-law.

Chief Engineer Isaac S. Finney was appointed from Pennsylvania, (of which State he is a native,) May 3, 1859; was commissioned First Assistant Engineer July 25, 1866, and has since been promoted Chief Engineer, to date from March 4, 1871. He was on the Colorado in her three years' China cruise, and was present at the attack on the Coreans, of which the ship still preserves one of the flags then captured.

Second Assistant Engineer Henry L. Slosson was appointed from New-York Oct. 13, 1863, and received his present commission Aug. 1, 1866.

Capt. William B. Remey, of the Marines, entered the service from Iowa Nov. 25, 1861.

Second Lieut. Paul St. Clair Murphy, of the Marines, is from the State of New-York.

First Lieut. Francis H. Harrington, from the District of Columbia, is aboard, with a party of Marines for the Juniata.

Acting Boatswain William Winchester.

Edward J. Waugh, of New-York, gunner, received his appointment July 1, 1861.

George E. Anderson, carpenter, born in New-Hampshire, received his appointment from Massachusetts on the 14th June, 1861.

Joseph C. Bradford, sail-maker, was appointed from Maine July 21, 1846, and is "ye ancient mariner" of the Colorado, if not of the navy.

SCARCITY OF OFFICERS.

Only two Midshipmen, as you see, are aboard the Colorado. When you understand that this grade of officers is as necessary as any other on ship, being exceedingly useful as intermediaries between the higher officers and the petty officers and men, you will comprehend the difficulties that beset the administration of affairs in a ship like the Colorado, with only two Midshipmen. No wonder that Capt. Ransom's first cry was for more Midshipmen, and that his last request on leaving New-York was that six of these, at least, might be ordered to the Colorado at Key West. The Lieutenant Commanders, Lieutenants, &c., also have a hard time from the fewness of their number and the lack of Midshipmen. But probably the hardest case of all is that of the Engineers. Chief Engineer Finney, and his assistant, Slosson, both competent Engineers, have the whole duty of supervising, examining, and directing the propelling machinery of the vessel, and I had not been long aboard before I recognized them as the two tired, sleepy, and worn-out gentlemen, and inquired their names under that description. Nobody but one who should follow these gentlemen in their ceaseless duties, day and night, can fully understand the labor imposed upon them. Chief Finney should have at least six assistants, whereas he has only one, and the machinery in a very doubtful condition for safety, stability and usefulness. As I write we are at sea, and it has just been developed that the engine is defective in a very important particular, and may give way at any moment. This defect is one which it was impossible to foresee or provide against, but it keeps both Engineers on the *qui vive* all the day and night, leaving them but little time for rest and recreation.

THE COLORADO AT SEA.

Capt. Ransom had sought the command of the Colorado because war seemed imminent, if not unavoidable, and, having succeeded over several able competitors, it was a point of honor with him to make as few difficulties as possible. His orders were urgent to make ready and go to sea as soon as possible. The usual order to a Captain is to go to sea "as soon as you are ready," but here it was, "Go! go! as soon as possible." The urgency, doubtless, was great, and the circumstances excuse everybody except those who are responsible for the chronic unfitness and feebleness of our navy. Yet it was a great responsibility which Capt. Ransom undertook in carrying this fine though neglected ship to sea, freighted with about 700 souls, and he felt it. He and Lieut. Commander Merriman, supported zealously by the other officers, did all they could to equip and get her ready for the sea. Yet, on Dec. 7, we still lay at the navy-yard without stores, without ammunition, without rigging set, and otherwise wholly unprepared and disorganized. Remember that it was on the 2d of December that the Colorado, still in "Rotten Row," was put in commission. The greatest energy had been shown in fitting her, but on the 7th of December she was still unready. Nevertheless, the urgency of the orders being such, at 10:30 A. M. on that day, the navy-yard tugs took the Colorado down the East River, in charge of a pilot. At 12:15 P. M. we came to off the Battery. The weather then was clear and pleasant, though wintry enough. Next day was characterized by snow-flurries, rain, &c. Dec. 9 was overcast, foggy, and rainy. All the time, however, the officers and all the crew of the ship were engaged most diligently in the reception and stowing of stores and ammunitions. Dec. 10 was cool, but otherwise pleasant, and the stowing of the powder magazine was finished. On this day we received from the navy-yard one Gatling gun, with 25,000 rounds of ammunition. On the 5th of December we had received and mounted (on the poop) one 11-inch Dahlgren gun. On the 11th of December, we secured guns for sea, and at 9:40 A. M. all hands were called to raise anchor. At 10 A. M. we started off and steamed down the bay, in charge of the pilot.

We passed Savannah on the morning of the 17th. Saturday morning, quite early, in the Straits of Florida, the United States steamer Ossipee passed close by us, going north, with the Virginius in tow. The two vessels attracted much attention from our crew of over 600 persons, officers, sailors, and marines—there being much waving of hats and handkerchiefs. The black-looking steamer, so noted now as the Virginius, was gazed at with curious eyes until she was finally carried northward, out of the range of vision, by the Ossipee. We were now within about 100 miles of Key West, being in full view of Hillsborough Lighthouse. Near by, on a bark, lay a three-masted schooner of about 600 tons burden, with quite a fleet of wreckers about her. The day was fine and beautiful, the sun being rather too powerful for one just from a northern Winter, and who had not had time to provide a Summer outfit.

THE YEAR'S RECORD.

THE HEALTH AND FIRE DEPARTMENTS.

THE VITAL STATISTICS FOR 1873—WORK OF THE SANITARY BUREAU—THE LOSSES BY FIRE.

It is very gratifying to announce that the mortality in this City for the year 1873 shows a diminution of eleven per cent. on the number of deaths for 1872. The mortality for the year ending to-day is slightly over 29,000, while last year it amounted to 32,647. The most noted reductions have taken place in the following diseases: Diarrhœal diseases which were so fatal in 1872, especially among children, represented the largest number of deaths in that year from any one disease. The total mortality was 5,197, or sixteen per cent. of the whole number of deaths. This year it has been only 4,105, or about fourteen per cent. of the total mortality. Small-pox was very virulent in 1872; it carried off 929 persons, but this year the mortality was comparatively small, the number of deaths being only 118. Cerebro-spinal fever was also very prevalent last year, its victims numbering 782; this year the mortality has been reduced to 284. Whooping-cough shows a diminution from 565 to 268; measles from 463 to 298; typhus and typhoid fevers, 436 to 333, and consumption from 4,274 to 4,148. Intemperance killed 253 persons this year, being 56 less than the number of victims in 1872. Convulsions caused the death of 922 children in 1872; this year the mortality was only 703. The deaths from sun-stroke have been very few this year, numbering only 34, compared with 320 the previous year. Diphtheria shows a large increase over the mortality of 1872, the deaths being 1,139, compared with 446 the previous year. There has been a slight increase in the number of deaths from scarlatina and croup, the mortality being 1,029 and 922 respectively, compared with 990 and 675 in the year 1872.

The following is the number of deaths from the principal diseases for the year ending to-day:

Consumption	4,148	Insanition	228
Diarrhœa	4,105	Erysipelas	206
Pneumonia	2,308	Remittent fever	139
Bronchitis	1,039	Intermittent fever	86
Diphtheria	1,130	Intemperance	253
Scarlatina	1,039	Cerebro-spinal fever	284
Bright's disease	878	Small-pox	118
Croup	722	Solar heat	34
Convulsions	703	Killed by vehicles in the streets	117
Hydrocephalus	673	Killed by falls	256
Meningitis	673	Burns and scalds	102
Premature and preternatural births	664	Suffocation	23
Tabes mesenterica	641	Drowning	134
Apoplexy	411	Surgical operations	85
Senile debility	358	Homicides	67
Typhus and typhoid fever	339	Suicides	114
Measles	298	Executions, Foster and Nixon	2
Whooping cough	268		

The total deaths are classified as follows:

Zymotic diseases	9,562	Violent deaths	1,169
Constitutional	6,310		
Local	10,130	Total	29,039
Developmental	1,879		

A very remarkable occurrence in connection with the mortality from premature and preternatural births is the fact that all such children are the offspring of "natives," while in no case is there a single death from the same cause of a child of foreign parents. The mortality from this cause was 664; in 1872 it was 691, and, like 1873, all were children of American parents. In all diseases to which children are liable the percentage of deaths tells fearfully against the offspring of native parents. Of those who die from whooping-cough, 95 per cent. are natives; from croup, 93 per cent.; from inanition, 93 per cent.; from scarlatina, 92 per cent.; from diphtheria, 92 per cent.; from diarrhea, 91 per cent.; from meningitis, 87 per cent.; from convulsions, 97 per cent.; from measles, 86 per cent.; from hydrocephalus, 97 per cent., and from marasmus 96 per cent. So far as can be learned, this excessive mortality among the children of native parents has no been attempted to be explained in any of the reports of the Board of Health. During last year there were 8,832 deaths among children under one year, which is equal to 30.4 per cent. of the entire mortality. The deaths among children under five years of age were 14,112, or 48.5 per cent. of the whole mortality. Of the total number of deaths, 19,007, or 65.7 per cent., were natives, while only 9,962, or 34.3 per cent., were foreigners. Considering that the foreign population in this City stands somewhere in the proportion of four to five natives, the excessive mortality among native Americans—not alone this year, but in previous years—is a subject deserving of more attention than it has received. Besides the diseases peculiarly affecting children, 75 per cent. of the deaths from bronchitis, and 66 per cent. of the deaths from pneumonia, are natives.

In the deaths from Bright's disease, consumption, and apoplexy, the mortality rate is in favor of the natives, the percentage being 33, 35 and 30, respectively. Very few native Americans die from senile debility or old age. Five-sixths of this class are foreigners. During 1873 there were 40 deaths of persons aged 90 years, 33 whose ages varied from 90 to 95, and 5 who had attained the age of 100. The number of deaths among the colored population was 435. The quarter ended Sept. 27 had the greatest mortality, the deaths having been 2,863. For the quarter ending March 29, the mortality was 6,813; quarter ending June 28, 6,583, and the three months ending to-day, 6,078.

BIRTHS AND MARRIAGES.

The number of births registered during the year has been 22,387, being 521 more than the number registered in 1872. The marriages registered were 9,863, showing a falling off as compared with the previous year. The registered births bear no fair proportion to the actual number of children born; neither do the registered marriages represent anything like the actual number of those joined in wedlock. The Bureau of Vital Statistics has reason to be proud of its system, so far as it relates to the registration of deaths, but the system adopted for the registration of births and marriages is very defective, indeed. For a broad generalization of facts the statistics relating to births and marriages in this City are perfectly useless. This is not the fault of the officers in charge of the bureau, however; the fault lies in the system itself. In no office in the world, perhaps, are records kept with such precision as in the New-York Bureau of Vital Statistics, and the classification of diseases, and other particulars relating to the individual, either dead, born, or married, is certainly inferior to none. Dr. Linssell, the late Register of Records, called attention to this subject in transmitting his last annual report to the Board of Health, and the board in forwarding their report to the Mayor also alluded to the defective system of registration, and urged legislation to meet the difficulty. Dr. Harris, the present Register of Records, and his deputy, Dr. Nagle, both complain of the neglect of clergymen to forward marriage certificates, and this neglect applies more to Roman Catholic clergymen than to other ministers of religion. As regards births, doctors, midwives, and parents, all fail to a great extent to comply with the rules, and the result is that the number of births registered falls far below the number of children born. The number of still births during the year was 2,302, compared with 2,206 the previous year. Frequent applications have been made to the board for the correction of errors in the records of births, marriages, and deaths. These errors are generally the result of carelessness on the part of the persons making returns to the department. As transcripts of the records are admitted as evidence in courts of law, both here and in foreign countries, the board permits no alteration in entries made previous to May 11, 1873, nor of the records since that date, except to correct clerical errors.

WORK OF THE SANITARY BUREAU.

The Sanitary Bureau has done good work during the year. The total number of inspections made was about 110,000, of which 45,000 were tenement-houses, 7,000 private dwellings, 1,300 workshops and manufactories, 2,400 stores and warehouses, 4,100 stables, 1,800 vacant lots, 13,000 cellars and basements, 3,500 water-closets and drains, 10,000 water-closets and privies, 1,000 visits to contagious diseases, 50 visits to lard-rendering establishments, and 200 to fat-rendering establishments. There were 3,965 complaints received from citizens during the year, 4,000 families visited for the purpose of vaccination, 3,000 miles of street disinfected, 10,000 water-closets disinfected, and 900 premises were disinfected where contagious diseases were found. The number of contagious diseases reported to the department was as follows: Typhus fever, 23; typhoid fever, 366; scarlet fever, 2,602; measles, 1,035; diphtheria, 1,541, and small-pox, 226. A large number of actions for penalties were instituted during the year—in the six months ending 31st October, close upon 1,800 such suits, and the amount recovered was $5,556. A number of persons were arrested for violating the Corporation ordinance, and many of the offenders were punished with fines or imprisonment. The Sanitary Inspectors report considerable improvement in the condition of the tenement-houses, but no vigilance, they say, can overcome the evils which necessarily attend the overcrowding of people in some sections of the City, and permanent reform in tenement-houses cannot be expected, until, by rapid and cheap transit, a part of the laboring population of the City is enabled to obtain houses in rural or suburban districts. Not the least important portion of the work performed during the year by the Sanitary Bureau was the demolition of the sheds around and in the vicinity of Fulton, Catherine, and Washington Markets. Those markets are still, the board says, unfit for the transaction of important business, and they protest against the continuance of such dilapidated, filly-ventilated, and badly-drained places for the sale of meats and vegetables. They further protest against the use of any portion of the public markets for restaurants, the constant fires and exhalations from such establishments being injurious and destructive to the meats and vegetables which are exposed for sale in their vicinity. A weekly inspection of the forty-nine slaughtering-houses in the City is made, and they are reported to be in as cleanly and satisfactory condition as could be expected. The complaints in respect to fat-melting are less frequent than formerly, owing to the improvements in the machinery and appliances used, increased care and cleanliness on the part of persons engaged in the business, and the constant supervision of their operations by special inspectors appointed by the board for that purpose. The Street-cleaning Bureau is now under the control of the Police Department, but the Board of Health requires its officers to exercise a supervision over the condition of the streets. While admitting that there is still room for improvement, the board states that the streets were not for years in so cleanly a condition as now. On the whole, the work of the Board of Health during the year 1873 has been highly satisfactory.

THE FIRE DEPARTMENT.

The statistics of the Fire Marshal's Department for the year 1873 bear a favorable contrast with those for the previous year. In the number of fires there is a reduction of seventeen per cent., but in the amount of loss sustained there is a still more gratifying reduction. The number of fires in this City in 1872 was 1,681, involving a loss of $4,409,447. The number for the year ending to-day is 1,390, and the losses amount to only about $2,500,000, being $1,219,447 less than last year. The average loss per fire in 1872 was $2,623, while in 1873 it was only $1,863. December, 1872, was remarkable for the large number of fires which occurred that month, by which $1,334,732 worth of property was destroyed, besides a loss of eighteen lives by the fires at the Fifth Avenue Hotel and in the old building in Centre street. The number of fires that month was 195, while this month the number has been only 91, and the total loss about $182,000, being less than twelve per cent. of the loss in the corresponding month of last year. The fire in Worster street on Monday night last was not so disastrous as at first reported. The total loss will not exceed $30,000. The uninsured loss during the year has been about $140,000. There were 18 arrests on a charge of arson, 17 of whom were indicted, 3 convicted, 2 admitted to bail, 9 are in prison, and 4 have fled.

Although the fires have been fewer than the preceding year they are much larger than should have been if proper precautions had been observed by housekeepers and others. Carelessness with matches and cigars, children playing with matches, and gas setting fire to curtains, account for nearly one-third of all the fires which occur in this City. Foul chimneys, defective flues, overheated stoves, &c., sparks from stoves, furnaces, &c., make up one-fourth; upsetting and explosion of kerosene and other oil lamps account for eight per cent.; fire-works, five per cent.; and the majority of the remainder are of such a nature as could easily be avoided by ordinary attention.

The following are the principal causes of fires during the year: Carelessness with matches, cigars, &c., 343; foul chimneys, 144; gas-light setting fire to goods and curtains, 72; defective flues and heating apparatus, 39; children playing with fire and matches, 40; extinction and upsetting of kerosene lamps, 103; overheated stoves, furnaces, &c., 74; a variety of accidental causes, 63; spontaneous combustion, 41; cause not ascertained, 30; malicious mischief, 30; sparks from stoves, furnaces, chimneys, and locomotives, 52; leaks in meters and gas-pipes, 28; incendiary fires, 20; fire-works, 67; improper arrangement of ovens, stoves, &c., 8; hot coals falling from grates and stoves, 10; stove-pipes overheated and insecure, 17; defective heating arrangements, 6; set on fire by burglars, 2; slaking of lime, 4; heat of boilers igniting woodwork, 1; escaped gas igniting, 7; tar and oil and grease boiling over, 16; ignition of vapor of "safety" oil-lamp, 1; superheated steam, 1; upsetting of stove, 1; vagrants entering premises, 2; bursting of liquid gas lamp, 2; overheating of oily jute in crimping machine, 1; back draft of stove, 2; vapor of benzine igniting, 2; pan of fat igniting, 1; vapor of gasoline stove igniting, 1; pouring benzine on roof to burn paint off, 1; children setting fire to bed-clothes, 1; shavings taking fire from hot ashes, 4; mice and rats igniting matches, 6; electric spark from telegraph wire, 1; bacon falling on fire, 3; upsetting of furnace on roof, 1; explosion of carbon of gas, 1; friction of machinery, 1; waste paper igniting, 3; heat from baker's oven, 2; heat from boiler setting fire to lumber, 2; ether vapor igniting, 1; explosion of boiler, 1; upsetting pot of tar, 3; escaped vapor igniting, 1; overheated mill, 1; and rags taking fire from stove, 1.

THE HARBOR MASTERS.

To Jackson S. Schultz, Esq.:

SIR: In the columns of THE TIMES of Sunday, Dec. 28, is a long article upon the present workings of several of the departments of the City, expenses, &c., &c., and signed by you, and as one of the specialties, is the mention of the Harbor Masters, in which you do them much injustice. I beg, in answer, to say that the profound respect I bear for Gov. Dix will not allow your remarks to pass unnoticed. As Harbor Masters, the least considerable man among us has an interest equal to the best citizen in doing the duty imposed upon him, in making a generous contribution of right toward the well-known wishes of Gov. Dix, in doing our duty to and for them for which it is intended, whether it be the heart to conceive, the understanding to direct, or the hand to execute. It is a common cause in well-doing, which, I am sure, each and every Harbor Master means to maintain. You remark, "That in many instances they correctly impose an onerous and unjustifiable tax on shipping." In answer to this I beg to be brief with you, by saying that your remark is false, and that you have no right to make it without proper proof to confirm it, which I most distinctly defy you to bring. You are bound to refute what I here advance, or lose your credit for veracity.

You must produce facts. Surmise and general abuse, in however elegant language, ought not to pass for proofs. I have ever made, since my appointment by Gov. Dix, the law regarding Harbor Masters the rule of my conduct, the chief glory of my duty, and, I have reason to believe, my fellow Harbor Masters have done the same. With this view, I have always been careful, as well to execute faithfully the trust reposed in me, as to avoid even the appearance of any injustice to any one with whom I have had any business association respecting berths for vessels. I will admit that he is not fit for public business, as a State officer in these times, who does not, even at his entrance, prepare himself for an event such as has been your office to place before the public in your article. You will therefore observe that the workings of our City Government, the purity of which you seem to be so strenuous an advocate, do not allow the mere belief of any of its citizens to be positive evidence, nor compliment his simple conjecture with the force of fact. For this reason you should be extremely cautious how you publicly assert anything to the prejudice of another's reputation.

Hearsay authority is not enough for this purpose; you should know of your own knowledge what you assert upon your own word, and be certain in your own proof, when you are peremptory in your accusation. I will now, my dear Sir, only add that I have written this for the honor of truth; not in any view to court confidence from any man who, with a credulity as weak as it is injurious, has thought fit to use an opinion not founded on fact to the injury of myself and others who have served the State with fidelity and success, and who justly revere the upright and candid judgment of it, little solicitous about the censures of the capricious and the ungenerous.

Hoping, my dear Sir, that you will publicly withdraw the remarks made in reference to the Harbor Masters, I remain, respectfully yours,

CAPT. HENRY W. JOHNSON,
Harbor Master, Fifth District.

INCREASE OF OFFICIAL PAY BY BOARD OF SUPERVISORS.

In Superior Court, Chambers, yesterday, application was made by Mr. Richard O'Gorman, as counsel for Edward A. Davin, chief officer of the Court of Common Pleas, in this City, for the past twenty-seven years, for a writ of mandamus to compel the Controller to pay him the difference in salary between $1,200 and $2,500 per year since 1870. Up to 1870, his salary had been $1,200 per annum, but at that time, when by resolution of the Board of Supervisors the salary of all the ordinary officers of the court was fixed at $1,500, his was fixed at $2,500. The Controller refused to pay at other than the original rate, claiming that under an act passed in 1869, the Board of Supervisors were prohibited from increasing salaries; and during the past three years the claimant received salary at that rate under protest. It is claimed by plaintiff's counsel that the resolution of the Board of Supervisors did not operate as an increase of salary of the court officers, but was an original fixing of the amount of their compensation, for which they had legislative authority. Another case bearing on this same subject was recently tried in the Court of Common Pleas, and decided in favor of the right of the Supervisors to fix salaries as they had done in this instance.

Corporation Counsel Andrews asked for an adjournment until to-day, which was granted.

FIRE DEPARTMENT ARRANGEMENTS FOR NEW WARDS.

In the general orders issued yesterday by the Board of Commissioners of the Fire Department, it is stated that the organization of the Tenth Battalion for the district of Morrisania, West Farms, and Newbridge, in Westchester County, will take effect from to-day with the incorporation of these districts with the City under the designation of the Twenty-third and Twenty-fourth Wards. The battalion will be under the command of a mounted fireman, and the head-quarters will be at the engine-house in Third avenue, between One Hundred and Forty-sixth and One Hundred and Forty-eighth streets. It will consist of two engine companies, equipped with steam fire-engines and tenders drawn by two horses given by Graham, and all the securities were relinquished.

Mr. Purdy here offered in evidence the certificate of incorporation of the Wallkill Bank.

Counsel on the other side objected on the ground of the insufficiency of the proof.

Mr. Purdy said this was offered under the sixth section of the Currency act.

George F. Baker, being sworn, said: I am Cashier of the First National Bank. (The check previously referred to was handed to witness.) This check was paid from the funds of the Wallkill National Bank which we had on deposit, it being drawn by the officers of that bank. On the day this check was paid, Jan. 26, Mr. Graham placed on special deposit $8,000 United States five-twenties, which remained until Feb. 1, when a loan was made to the Wallkill Bank against them. Nov. 26 these bonds were released by a check drawn by Graham as President of the Wallkill Bank.

Cross-examined—On Jan. 26, Graham deposited in money with us $11,073 14. This was the same day the check was paid. The deposit to the credit of the Wallkill Bank previous to this amount being paid in was $11,067 33.

Benjamin A. McDonald testified as follows: I am an accountant expert. I have been engaged in examining the books of the Wallkill National Bank. I find an entry on the 19th February, 1872, giving a credit to the First National Bank of $11,917 25. There is no entry to show what was done with the money. I find no entries in any of the books showing any account with the Market Savings Bank. (A check handed to witness for $8,087.) This check was not entered until after the Receiver took charge. The bank failed the day after the check was drawn. On the 19th of February there is a charge made against the First National Bank of $8,000 and $1,938 10, indicating that remittances had been made to that bank of $9,930 10 in cash on that day.

Benjamin W. Shaw testified: I was one of the Directors of the Wallkill Bank. I came to New-York the day after the failure, and ascertained the condition of the account in the First National Bank, and returned to Mid-Hetawan and had an interview with Mr. Graham, who stated that he had brought up $8,000 in United States five-twenties, and had given them to his father-in-law, Mr. Denton.

Mr. Purdy here announced that he was willing to submit the case at the present stage under his Honor's charge if the counsel for the defense had no explanation to offer. Mr. Purdy also said he should ask the court to charge the jury to render a verdict of guilty.

Counsel for the defense then said they offered to show that at the same time that the check upon the Wallkill Bank was drawn by Graham for the payment of his loans and those of Horton from the Market Savings Bank, that deposits were made as a set-off in the First National and Park Banks to the credit of the Wallkill Bank.

Judge Benedict stated that he did not consider that such transactions had anything whatever to do with the matter, nor he considered that the fact of Graham having drawn the check and paid it to the Market Savings Bank out of the funds of the Wallkill Bank, were sufficient evidence of a misappropriation of the funds of that institution, and he should charge the jury to convict.

Counsel for the defense, after holding a short consultation with their client, asked for an adjournment until to-day, as they thought they would be able to prove, from an examination of the books of the various banks alluded to during the trial, that the transactions referred to were had on account of Mr. Graham as President of the Wallkill National Bank, and not in his individual capacity.

An adjournment was therefore ordered until to-day at 11 o'clock.

FESTIVAL AT THE FORTIETH STREET INDUSTRIAL SCHOOL.

The Fortieth Street Industrial School was among the very first of the industrial schools founded by the Children's Aid Society. For more than eighteen years it has exerted a healthful, moral, and restraining influence over the denizens of the rookeries that stand perched among the rocks, and over those who inhabit the squatter's cabins along the First avenue. For many years after it was first established it was attended almost exclusively by the little rag-pickers and bone-gatherers who, at that time, resided chiefly in that neighborhood. Those whose duty it was to visit the district and decoy, if possible, the little vagrants of that quarter into the school met with many peculiar and trying experiences. The huts, so many of which have since been removed owing to the opening of streets and the grading of the avenues, were found to be inhabited not only by children and adults, but also by goats, pigs, and dogs without number—all being the joint occupants of one single room. The visitors were looked upon with suspicion and as aggressors, and more than one left the district almost vanquished, leaving his hat or a part of his coat behind him, she savage and hungry dogs being more than his philanthropy was able to contend with. The school numbers at the present time some 300 pupils, and is largely sustained by a board of lady Directresses, some of whom have been its ardent friends since its organization. Mr. Robert J. Livingston is also a liberal benefactor of the school. The festival yesterday was in all respects a very successful one, the lads and misses sustaining the parts committed to them with a great deal of ability. Addresses were made by Rev. Dr. Murry, J. W. Skinner, and others. At the conclusion of the exercises a substantial dinner of turkey and other good things was served to all the children present. Presents of clothing for both boys and girls had previously been given to all the regular pupils of the school. The present efficiency of the school is due to the admirable manner in which it is governed by the Principal, Miss E. Stevens.

BOARD OF ALDERMEN.

At a meeting of the Board of Aldermen yesterday, a resolution offered by Alderman McCafferty, authorizing the owners of the Midland Railroad Depot at the foot of Barclay street, to use their premises for market purposes, was referred to a committee. A report designating rooms in the Town Hall, Morrisania, as the Sixth District Police Court, was approved. The bill of A. D. Selleck, amounting to

FINANCIAL AFFAIRS.

SALES AT THE STOCK EXCHANGE—DEC. 30.

Western Union.....73¾ 50—10 a. m.
Lake Shore.....89¾ 100—10 a. m.
Toledo.....76 100—10 a. m.
Wabash.....49 100—10 a. m.
Pacific Mail.....41 100—10 a. m.
Ohio & Miss.....30 100—10 a. m.
North-western.....87 100—10 a. m.
North-western pf.....87¾ 100—10 a. m.
Rock Island.....93 100—10 a. m.
Fort Wayne.....100 100—10 a. m.
Ohio & Miss.....30 100—10 a. m.
Western Union.....73¾ 100—10 a. m.
Pacific Mail.....41 100—10 a. m.
Wabash.....49 100—10 a. m.
Lake Shore.....89¾ 100—10 a. m.
Toledo.....76

The New York Times.

NEW-YORK, WEDNESDAY, DEC. 31, 1873

AMUSEMENTS THIS EVENING.

WALLACK'S THEATRE.—A MAN OF HONOR—Mr. Lester Wallack, Mr. Gilbert, Mme. Ponisi.

FIFTH-AVENUE THEATRE.—PARRICIDE—Mr. Charles Fisher, Mr. William Davidge, Miss Sara Jewett.

UNION SQUARE THEATRE.—LED ASTRAY—Miss Rose Eytinge, Mr. Stuart Robson.

GRAND OPERA-HOUSE.—HUMPTY DUMPTY ABROAD—Mr. G. L. Fox, Miss Fanny Hayward.

OLYMPIC THEATRE.—GABRIEL GRUB—The Majilton and Raybor Families.

BOOTH'S THEATRE.—KIT, THE ARKANSAS TRAVELER—Mr. F. S. Chanfrau.

THE RING.—BARNUM'S MUSEUM, MENAGERIE, AND CIRCUS. Afternoon and evening.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE afternoon and evening. Curiosities.

NIBLO'S GARDEN.—CHILDREN IN THE WOOD—The Vokes troupe.

BRYANT'S MINSTRELS.—FARCES, SINGING, COMICALITIES—Messrs. Unsworth, N. Seymour, and others.

ROBINSON HALL.—MAGIC AND LAUGHING GAS by Prof. Harts and Dr. Colton.

RAIN HALL.—THE PILGRIM, (Allegory.)

THE NEW-YORK TIMES.

THE NEW-YORK TIMES is the best daily family paper published; it contains the latest news and correspondence; all objectionable advertisements are rigidly excluded; and it has a constantly increasing circulation among the most respectable classes of the community.

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The DAILY TIMES, per annum, including the Sunday Edition.....$12

The DAILY TIMES, per annum, exclusive of the Sunday Edition.....10

The Sunday Edition, per annum.....2

The SEMI-WEEKLY TIMES, per annum.....3

The WEEKLY TIMES, per annum.....2

Club rates of THE WEEKLY—all to one Post-office address—Five copies, per annum, $7 50; Ten copies, per annum, $12 50; Twenty copies, per annum, $22; Thirty copies, per annum, $30, and One extra copy to each Club. For every club of fifty, one copy of THE SEMI-WEEKLY TIMES to the getter-up of the club.

When the names of subscribers are required to be written upon each paper of the club at one post-office address, ten cents for each copy additional to the above rates.

Club rates of THE SEMI-WEEKLY TIMES: Two copies one year, $5; ten copies, one year, $25—and one extra copy free. New names may be added to clubs at any time during the year, at club rates.

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TO ADVERTISERS.

☞ For the accommodation of up-town residents, advertisements for insertion in THE TIMES will be received at No. 54 West 32d st., junction of Broadway and 6th av.; No. 308 West 23d st., opposite Grand Opera-house, at same rates as are charged at office of publication.

☞ For the accommodation of east-side advertisers, advertisements for insertion in THE TIMES will be received at the East-side Advertising Office, No. 504 3d av., corner of 34th st., Third Avenue Railroad Building, at the same rates as are charged at the office of publication.

From the summary of the vital statistics of the year, which we present in another column, it will be found that the total number of deaths in the City during 1873 is slightly over 29,000. This is 3,600 less than the mortality of last year, the decrease being chiefly due to the less fatal character of the diarrheal diseases of the heated term. Still, the rate of mortality is unnecessarily high. Assuming that the average population of New-York for the year is 1,000,000, and that is certainly the maximum, the death-rate is equal to 29 per 1,000 per annum. Making all allowances for the infant mortality, which the climate must always keep above the European standard, there is no reason why in a city with the natural advantages of ours, and with a population largely recruited by adult immigration, there should be any such high rate of mortality. If the Street-cleaning Bureau did its work as faithfully as the Board of Health the rate would certainly be lower.

Mr. G. HILTON SCRIBNER, who retires to-morrow from the office of Secretary of State, has succeeded, during the last two years, in winning the cordial approval of those best acquainted with the way in which he has performed his duties. Under our State Constitution the office of Secretary of State is not one of much importance as far as its immediate duties are concerned, but whoever holds it is also a member of the Canal Board, and the Canal Board is the most important piece of administrative machinery in the State Government. As a member of the Canal Board, Mr. SCRIBNER's record is reported by those who have had occasion to inspect it as particularly good. The position is a trying one, not only because the board is assailed by corruptionists on every hand, but because its powers are not very clearly defined, and are extremely difficult to exercise. That Mr. SCRIBNER has proven a faithful officer, will be remembered to his credit.

The *Herald* asked yesterday, "Is the *Virginius* sunk?" We were enabled to answer the question, and to give all the news on the subject without any of those doubts which afflicted the sleepy *Herald*. The *Herald* would do well to confine itself to the publication of its assignation advertisements, for it is quite evident that its enterprise in getting news is a thing of the past, while all that remains of its original spirit is its indecency.

One of the results of the shameful neglect of the Street-cleaning Bureau was seen in Broadway yesterday, in the constant falling of horses upon the slippery surface. For several days the roadway was a mass of slush and snow, and as this was not removed by the street-cleaners, when the frost came it was converted into a hard, smooth surface, on which horses moved with great difficulty, and often failed to keep their foothold. Unless there is a speedy improvement in the operations of the Street-cleaning Bureau, the streets will become entirely impassable. The people expend $1,000,000 annually for this service, and they demand something more for the money than light scraping of the leading thoroughfares during the Summer months. It has become evident that the Police Commissioners cannot be trusted to do this work, and it should, therefore, be taken away from them, and given to the Board of Health, where it properly belongs.

An ordinance was introduced in the Board of Aldermen yesterday to secure the removal of the dangerous vault-covers on the sidewalks, to which we have several times called attention. Another ordinance for the same purpose was presented in the Board of Assistant Aldermen, and between the two it is possible that we shall obtain the desired relief before the Winter is over. All that is required is that these vault-covers shall present a rough surface, affording a secure foothold to pedestrians, and to reach this end it is not necessary to show favor to any patent, or put property-owners to great expense. With trifling alterations many of the present covers would not be objectionable, and any ordinance which is passed should admit of such changes being made. But the Aldermen should remember that accidents are constantly occurring during the cold weather from these vault-covers, and the danger should be removed without delay.

An example has been set by the Coroner's jury in the case of the accident on the Eastern Railroad, near Kennebunk, Me., which is deserving of public commendation. The investigation of the affair was sufficiently thorough to elicit all the facts, and has been followed by a verdict which leaves no doubt as to the responsibility for the collision by which several lives were lost. There is no selection of a scape-goat, but, on the contrary, the jury go over the whole ground, and find the accident was due to the incompetence and negligence of the train dispatcher, the gross error in judgment of the telegraph operator at Kennebunk, and the culpable recklessness of the conductor and engineer of the freight train. It is to be hoped that the verdict will be followed by proper proceedings against the persons who are accused in these distinct terms. The season of frost, when railroad casualties are most likely to occur, is at hand, and the safety of the traveling public demands that something shall be done to render railroad officials more careful.

A reform we have long urged has been at last carried out by the concurrence, yesterday, of the Aldermen in the resolution ordering the discontinuance of the extra street lamps. A gross fraud upon the City Treasury, by which many thousands of dollars were expended annually for the benefit of individuals, has thus been stopped. As we have had occasion to commend Commissioner VAN NORT for doing what he could to put an end to the imposition, we are bound to give credit to the Common Council for the action it has taken in the matter.

THE NEEDS OF THE TREASURY.

It is to be hoped that when Congress reassembles next Monday, the House of Representatives will find itself in a temper to proceed immediately to the practical consideration of the condition of the Treasury. It has fallen to the lot of the Secretary of the Treasury to lay before Congress a statement of a falling off in the revenues, unavoidable under the circumstances which exist in the country. The question that Congress must meet, sooner or later, and which it ought to meet sooner rather than later, is how this deficiency is to be met? The Secretary of the Treasury has exhausted his powers in the matter. He has explained the condition of the revenues, and proposed such measures as he considers wise and likely to be efficient. The task of deciding whether these measures shall be adopted, or, if not, what others shall be substituted for them, now falls upon Congress. Mr. RICHARDSON can do no more. He cannot go into the House and submit his propositions to the judgment of the majority, backed by his own explanation and advocacy. Much less can he hope to submit his views to the country, and to bring to bear on their solution the force of the public sense. He must confine himself to suggestions to a committee of the House, and to such explanations as may be possible with them. We do not now find fault with this system. It has many defects, and it is by no means calculated to set the best minds of the country to work at our financial difficulties. But for the present we call attention to the fact that, under the system as it exists, the Secretary of the Treasury has little power, and can be justly held to but little responsibility, for what is done or omitted in respect of the revenues of the country.

The power and the responsibility, on the contrary, rest with Congress, and specially with the House of Representatives, in which revenue measures must, by the Constitution, originate. It is Congress which determines how much money shall be expended, and for what. It is Congress which absolutely controls the income as well as the outgo of the Treasury, and it is an essential element of a free government that it should be so. The men who hold the purse rule the country, and the purse should ultimately be in the hands of the representatives of the people. But with this power there is necessarily a proportionate accountability. Those who hold the purse should see that it is kept with enough in it to meet the demands for which the national honor is pledged, and which the representatives of the people have sanctioned.

We are not disposed to hold Congress accountable for the diminution of the revenues. The remission of taxes made by that body was justified by the then condition of the country. Last year, with most of the remission in operation all the year, we had a surplus of income, which was devoted to the reduction of the public debt. That things are changed now is not the fault of Congress. What now claims attention is the remedy for difficulties which have actually arisen. This, as we have pointed out, can only be met in three ways—by borrowing, by repealing the authority for expenditures already granted, or by taxation. The first of these remedies is more than doubtful. Borrowing in any shape is a resource we ought not readily to employ. It is not creditable to a country like ours to borrow money to meet current expenses. Such an act places us on a low level. It classes us with nations we ought never to be classed with. To-day we are in the first rank. Were we to ask loans to meet our regular expenditures, we should no longer hold that rank. It would be a blow to our credit, a step backward, a disreputable and unfortunate proceeding. To borrow on legal-tender notes, or on bonds exchangeable for legal-tender notes, would be the worst of all. It would be an act of bad faith, and it would have no excuse in policy. Its motive, its character, and its effects—all would be wrong.

The second resort—repealing expenditures—is not practicable. It cannot, in the judgment of those best informed, meet the exigency. It is a temporary and rather foolish way of going about a serious business. The only remaining method is that of taxation. We have little doubt that this will be found in the long run the best. We need not conceal from our readers the view taken by some of the Republican Congressmen, that taxation will not be favorable to the candidates of the Republican Party next year. Possibly not. But borrowing will be less so, and the issue of a forced loan in United States notes, will bring worse effects on the party than any other expedient. For our own part, we do not need this argument as to the probable relative popularity of the measures to decide us. We believe the American people are sensible and candid, and will indorse what is right. They are not children. They do not wish to be blinded to the truth as to the national Treasury, and they cannot be. They know there is a deficiency in the revenues. They would like to see it met by a reduction of expenditures if that can be made sufficient; but if it cannot, they are ready to see taxes laid on luxuries like whisky, tea, and coffee. If the party never does anything worse than levy such taxes when they are needed, Congressmen may be easy about their seats.

THE YEAR ABROAD.

Within the space of twelve months, events now occur so rapidly that formerly they would have formed the record of a generation. It is less easy to enumerate them than to note their effects. Some, however, have been of such moment as to demand special mention, if only to mark the magnitude of the changes that the world has witnessed, and to recall how much may be done in one year in altering the political aspect of the nations. Taking a general estimate of public affairs, it must be admitted that there are many evidences of substantial progress in almost every direction, and yet it has not been a year of peace. Small wars and revolutions have abounded. Apart from the two Western nations of Europe, to which attention is chiefly directed, the Ashantee war has progressed to a point where it becomes full of interest, with the prospect of developing to an issue that may be of unforeseen importance in the history of Africa. Smaller in extent, less prolific, perhaps, in future consequences, but none the less distinguished as a war between civilization and barbarism, is the expedition of the Dutch in Acheen. As the year ended, there came further news of the prospect of employment for British forces near Natal. Khiva has fallen and become a Russian province, and, with the annexation, we had yet another instance of the worthlessness of Russian imperial promises. The condition of San Domingo it is hard to describe, except as something worse than either anarchy or revolution. Revolt in Ayacucho rose and was suppressed. Five years of rebellion in Cuba have not sufficed to satisfy insurgent demands; civil war has ravaged a portion, at least, of the Argentine Republic; an armed revolt has occupied the Government of Paraguay; LOZADA, the Mexican chieftain, who for fifteen years defied the authorities of Mexico, has been defeated in open rebellion, tried, and shot; the Central American States have been the scene of a cruel intestine war; China has been engaged in a military expedition to punish refractory tribes upon the frontier, and even the inhabitants of the Navigator's and the Fiji Islands, following the example of more notable people, have indulged successfully in revolutionary fights.

Some of these events are of little apparent moment, but they are not to be regarded as to be followed by only negative results. Nevertheless, it is in Europe that the greatest interest concentrates. At the beginning of the year, Spain was a Monarchy; M. THIERS was ruler of France, and Germany was not committed to a war against Catholicism. Now Spain is an autocracy, under the control, for a time at least, of the one man whose eloquence on the virtues of popular rule upset a more liberal, but not a more progressive, Government than his own. The conservative statesman of France who rescued her from her enemy, and had a life-long record of monarchical sentiments, has returned to the ranks of private life, and become an ardent advocate of republicanism; and Germany, acting upon the measure whose provisions were settled early in January, has waged a bold war against the ecclesiastical liberties of its Roman Catholic subjects.

Thus, while the religion of the Pope is asserting itself without interference under the free political system of England, it has been forcibly brought under the subjection of the Government in Germany as an enemy to the State. A Protestant authority in Prussia refuses to Catholic Bishops at its will the right to exercise Episcopal functions. Catholic colleges are placed under the control of a Protestant head. Catholic candidates for holy orders, must, prior to ordination, have passed three years in a virtually Protestant university; and Catholic Bishops must sanction in their dioceses and in Catholic pulpits priests who do not accept the doctrines of their church.

Although it is the fashion to talk much about the success of republican principles in France and Spain, there is good reason to doubt whether there is in truth any reason for congratulation. Republicanism means something more than the dethronement of a monarch. There is popular government in England, but not in France, and certainly not in Spain. The political condition of both these countries can but be provisional, and in both there are indications of conservative tendencies which threaten to lead back to a condition that seems to be only in abeyance. Marshal MACMAHON, two months ago, described the Government as lacking vitality and durability, and the Legislative Assembly indorsed the accusation by extending his tenure of power over the next seven years—an act which, notwithstanding the results of recent elections, sufficiently evinces a lack of resolution in the avowed supporters of republicanism. So in Spain. The Constitution of July provided for a republican form of Federal Government and a new Ministry, with Señor SALMERON at the head, came into power pledged to support it. But public opinion was as nothing. A few weeks saw not only the Federal Constitution laid aside, but concessions granted to the chief Republican leader, Señor CASTELAR, which destroyed all popular authority, and vested a completely despotic power over both State and people in the will of one man. It is not to France, nor to Germany, nor to Spain that we must look for the highest degree of progress. The advancement made by Italy in the direction of freedom must be greater when we see the Chamber of Deputies resisting the Government system of taxation by the extreme measure of withholding supplies, as was the case in June. And Austria has taken a yet grander step, in the passage of an electoral act which extends political power to the body of the people. Some fears were expressed when that measure became law, but FRANCIS JOSEPH has shown himself a wiser statesman than the Emperor WILLIAM, and in trusting to the loyalty of his people, and by extending the principles of free government, he has found not only nothing to fear, but very much to rejoice over, in the increased tranquillity and improved condition of his dominions.

The work of abolishing slavery has made considerable progress. The Czar of Russia has issued an edict threatening severe punishment to all slave-dealers in Khiva. A treaty between the British Government and the Sultan of Zanzibar finally sweeps away one of the worst slave markets which existed at the beginning of the year in Africa, and the successful expedition into the region south of Egypt, under the able leadership of Sir SAMUEL BAKER, has, with little doubt, been fully as efficacious in still further limiting the obnoxious traffic. If as much progress in the same direction can be made in 1874, slavery must very soon become an institution of the past.

It is not necessary to particularize other events in order to give force to the two suggestions that must arise in a review of the political condition of other nations. Our own prosperity, and the substantial prosperity of the British Empire, are ample guarantees for the future which most concerns ourselves. The interest and the spirit of the English-speaking nations now are one. There is more than peace between them; there is a bond of amity and good will, of cordial co-operation and unity of thought and action, which cannot be broken, but which will at any time of need bear the fruits of practical sympathy for the other's wants. This secures the position of freedom and civilization in the world, and is a bulwark for the protection of a Republic and an Empire, both of which may truly be termed great. But outside of those limits, there is an active agitation going on, which in its results already has signalized the past year as one full of historical interest, but which, view it as we may, portends yet greater changes in the future. If we could outline those changes, and it might not be impossible in some degree, it would still be barely practicable to measure their extent. It is more satisfactory to feel the certainty that, amid all the turmoil, an improvement in the social condition of the human race, and an advancement in the progress of liberty, are part of the ultimate issue, despite every effort of the most zealous obstructionists.

MORRISSEY'S TAMMANY.

Since the decisive recognition of Tammany by the Democratic Convention at Utica, it has been generally conceded that the organization controlled by JOHN MORRISSEY is entitled to be considered the Democratic Party in the City of New-York. The regular organization in the City is admitted to be the dominant power of the party in the State. MORRISSEY's Tammany is, therefore, the most potent element in New-York Democracy, and it is a matter of some public interest to discover of what it is composed. During the past year great efforts have been made to convince the public that Tammany has been reformed. Everybody was aware that MORRISSEY had succeeded to the place of TWEED as "Boss," and while the change was easy to be seen, the reform was hard to discover. But it was asserted that MORRISSEY was not really the controlling spirit, and proof of the fact was furnished in the few respectable persons enrolled among the members of the General Committee. These persons, among whom Mr. ABRAM S. HEWITT was most prominent, were constantly paraded before the public as conclusive evidence that Tammany had finally ceased to practice corruption as an art. The device succeeded so well during the past year that it is to be used again during 1874.

MORRISSEY has held his election for members of his next General Committee, and has given warning of the tactics he intends to employ next year. In looking over the list of delegates, we find some names which are not so distinctly identified with past corruption as to be especially obnoxious. MORRISSEY has even attempted to give an appearance of respectability to his committee by enrolling such men as ABRAM S. HEWITT, WM. H. WICKHAM, JOSEPH BLUMENTHAL, JOHN W. CHANLER, and R. B. ROOSEVELT among his delegates. He has also chosen AUGUSTUS SCHELL and SAMUEL J. TILDEN. He went much further than all this, and arranged a master stroke of policy in placing Mr. JENKINS VAN SCHAICK on his list in the Seventh District, but it appears this was more than MORRISSEY could accomplish or his followers endure, for we understand Mr. VAN SCHAICK was scratched to such an extent that he was defeated. We sincerely hope that such was the case, for we have no desire that Alderman VAN SCHAICK shall share the fate of poor Tray. But, although MORRISSEY tried to do more than was in his power, he did do something in the way of capturing respectable figureheads for his committee. It must be admitted that a portion of his delegates are not known as slum politicians.

But MORRISSEY knows that this fragment of respectability will not interfere with his control in the future. The public is aware that this ridiculously little leaven cannot leaven the whole Tammany loaf. In nearly every district can be found the names of men who helped TWEED to make the name of Tammany infamous. These people constitute the majority of MORRISSEY's new committee. The old days of arrogant knavery and unblushing robbery, of unquestioning obedience to a master rogue, are vividly recalled by the new committee. Nobody can mistake the character of the new Tammany when its governing committee is made up of such men as E. J. SHANDLEY, JAMES E. COULTER, TIMOTHY J. CAMPBELL, JOHN R. FELLOWS, JAMES HAYES, JOSEPH SHANNON, RICHARD CROKER, JOHN HAMPSON, and many others of like character but less notoriety. Not content with gathering about him men who served TWEED faithfully, and congenial spirits who have appeared more lately in Municipal politics, MORRISSEY took advantage of the Westchester annexation to add WM. CAULDWELL, one of TWEED's Senators, to his list of delegates, as one of the representatives of the new Twenty-third Ward. With such men gathered about him, MORRISSEY will continue during 1874 to appear in the rôle of a reformer. It is barely possible he will find it less profitable in the future.

It is an insult to the common sense of the people of New-York to suppose that they can be deceived any longer by the pretense that Tammany has been reformed. There was some excuse for the appearance of rum-hole politicians notorious for subserviency to TWEED, in the committee of 1873. When the delegates to that committee were elected, it might be urged with some reason that there had not been time for the decent element in Tammany to gain the ascendency. It might be claimed that to emancipate a political organization from such corruption as the Ring fastened upon Tammany, was not the work of a day. But such excuses will not answer now. With the reform sentiment of the community greatly strengthened by the conviction of four chiefs of the Ring, and the flight of others to avoid justice, Tammany clings to the man who wanted to erect a statue of TWEED. Men like COULTER, who got office and kept it through the agency of the Ring, and in defiance of the people, are still the chosen of Tammany. It is evident that the basis of the organization is the same as that upon which the Ring raised a superstructure of robbery and fraud. The control is unchanged, except in name. There is a new "Boss," and that is all. MORRISSEY is surrounded by men of the calibre and character found so useful by TWEED. Mr. HEWITT cannot establish the new Tammany in public confidence, any more than the prominent "capitalists" who certified to the correctness of CONNOLLY'S accounts, could convince the people of the honesty of the Ring.

PATTERSON'S LETTER.

An impudent letter has been published, signed by the pretended proprietor of the departed *Virginius*, and addressed to the Secretary of State, the only noteworthy statement in which is that PATTERSON is the "registered owner" of the steamer, and that "any testimony that he was not the true and sole owner of the *Virginius* at the time when she was registered is utterly false." But he is careful not to deny in express terms that any other person was then "directly or indirectly, by way of trust, confidence, or otherwise, interested in such ship or vessel, or in the profits or issues thereof." Whoever prepared the letter evidently did not intend to deny the confidential trusts of other persons in the steamer. No one has denied that PATTERSON is the *registered* owner. Certainly the Attorney-General did not. Nor has any one, within our knowledge, denied that this registry, when the steamer left New-York, and at the time of her capture, was a fraud. The Department of Justice decided "that the steamer *Virginius*, at the time of her capture, was without right, and improperly carrying the American flag," and for this no verbal testimony was needed.

The documents themselves, which we published many weeks ago, disclose this. The Registry law of 1792 is peremptory that none but vessels registered according to that law (except coasters) shall be deemed vessels of the United States, "entitled to the benefits and privileges appertaining" thereto; and the sixth section declares that "*before* any ship or vessel shall be registered," certain things shall be done, and, among others, a bond given with two sureties that the registry shall not be illegally or improperly used. This bond PATTERSON never gave, and the legal conclusion is irresistible. It would have been something to the point if PATTERSON's letter had explained how, under such circumstances, he procured a registry, and the certificate thereof, which was on the *Virginius* when captured. And while claiming that he was sole owner at the date of registry, why did he not inform the public, to which he appeals, on what terms QUESADA and the Cubans got control of his steamer? He alludes to the relation of landlord and tenant, but by what evidence of title did *his* tenants hold the vessel for three years? Were the persons on board pirates who had robbed him of his property; or did he of his own will put the steamer to the uses of QUESADA, by a charter party which made her a filibuster? How did it happen that the citizenship of PATTERSON came to be an instrument and cover for the dishonor of the flag of his country? Of all these things, and many others, the public has a pardonable curiosity, but concerning each and every one the letter has a prudent reserve.

But the extreme of impertinence is reached when the letter complains that the Executive of this nation failed to confer with PATTERSON before disposing of the question of salute under the protocol, or if not with PATTERSON, then with the courts to assist in the decision of a political question arising under an agreement with a foreign power.

Possibly, however, a higher altitude is attained by the sentence in which he says:

"Following the advice of my counsel, I have remained quietly in New-York attending regularly to my business, well knowing that the Government could easily communicate with me if it desired, until now, when I learn from the newspapers that the Attorney General of the United States, on the 17th inst., condemned me and the *Virginius*—himself deciding both the law and the facts—in a proceeding to which I was not summoned, and against a vessel which was yet in the Gulf of Mexico."

One would say that an honest ship-owner if his vessel had been illegally captured on the high seas, would not wait to be asked, but would voluntarily appear before his Government, demanding protection and indemnity. PATTERSON, however, would have the Secretary of State send for him to ascertain his wishes and purposes, as if one robbed in the street, or in his house, would passively await a messenger from the Police Department soliciting a complaint, and an exhibition of the facts. Honest men, not in complicity with rogues, do not usually behave in that manner. Besides, PATTERSON know that the affair of the salute must be decided before Christmas Day, and decided as an executive question on the evidence offered. Why did not the pretended owner of the captured vessel appear, and confer with his Government? He, of all men in the world, was in a position to afford evidence of the real facts, and yet PATTERSON, on advice of counsel, "remained quietly in New-York!"

Of the same character is the complaint that the Department of Justice, called on to decide, as an *executive* question, the guilt or innocence of PATTERSON, reports him guilty. That was in no sense a judicial investigation, any more than would be the inquiry whether the Attorney General will pronounce the guilt, and advise the prosecution, of BRENNAN for the escape of GENET. And if PATTERSON be not the guilty person he is thought, and he wishes to appeal to the public, let him state all the facts, and expose by his deposits and bank accounts how, when, and where he paid for the *Virginius*, and to whom, when, where, and for what consideration, he parted with his control over her. The public will be more tolerant of *facts* like these than of impudent abuse of high officers of the Government, who are trying to do their duty and serve well their country. The filibusters, and all in complicity with them, will ascertain before long that they cannot win the day by calumny and abuse of good men. The shipping interest of this nation is content to leave the vindication of its right to be exempt from capture on the high seas in the hands of the Administration. No honest ship-owner, it is significant to say, has taken part with the filibusters against the Government.

AMUSEMENTS.

BARNUM'S GREAT SHOW.

The public must distinctly understand that after Saturday night the treasures of Barnum's show will disappear from New-York, and be seen no more for some time. It is a pleasant thing to remember that ladies are as safe within the Ring, under the moral management inaugurated by the great showman, as in their own parlors. Daily the place is visited by thousands of the fair sex accompanied by young children, for the first thought of the youngsters home for the holidays is to go to Barnum's.

MISCELLANEOUS NOTES.

After the revivals of "Man and Wife," and "Saratoga," at the Fifth Avenue Theatre, Mr. Daly intends to bring forward a comedy of his own. It will be, as we are informed, founded on recent financial events, satirizing the creators of the panic, and exposing with free pen its causes, its development, and its culmination. Incidentally this new piece of Mr. Daly's will give glimpses of our fashionable society, and the follies, foibles, and redeeming features of American high life. The power of the manager in this direction is well known, and the public will expect much from the author of so many strong plays. Those who have seen some parts of the manuscript think it as striking as "Divorce," but as the proof of the pudding is in the eating, so the force of a play can never be judged until it has been seen on the boards. Many plays read well and act badly; others read badly and act well. It is the forte of Mr. Daly that his dramas are admirably adapted to the stage, and are sure to succeed there, though in manuscript they may seem somewhat hurried and unfinished in style. Certainly in this new social comedy there is a fine display of characters, many of which are placed in strongly contrasting lights. The situations are powerful, and the dialogue scenes undeniably stirring in many parts, though in this also a judgment can hardly be given until the piece has been played. It is intimated that Mr. Boucicault's comedy will not be given at the Fifth Avenue Theatre, and that Mr. Daly's piece is to be its substitute.... Mr. Augustin Daly has also in preparation a grand spectacular drama for the Grand Opera-house, in readiness for any diminution of public favor for "Humpty Dumpty Abroad." It is written in sympathy with the Cuban cause, and introduces incidents which have become of historical interest. Considerable filibustering takes place, which affords an opportunity for presentation on the stage of a full-rigged ship, with all sails set, which will be manned with a numerous crew, and will be manœuvred in strict accordance with the most approved nautical tactics.....At Wood's Museum, last evening, Mr. E. L. Davenport's *Shylock* was from every point of view a grand success. The company supported him somewhat better than usual. Mr. Davenport made his Venetian Jew a man of a grand soul, so stung with a sense of daily, hourly wrongs as to be led to descend to a paltry ferocious revenge. He carried his audience with him from first to last, and awoke repeatedly the thundering plaudits of the gods, who, as a rule, make a point of never applauding the villain of the piece.

SKETCHES OF THE NEWLY-APPOINTED JUDGES.

MR. ALEXANDER S. JOHNSON.

Mr. Alexander S. Johnson, who has been appointed by Gov. Dix to fill the place on the Bench of the Court of Appeals left vacant by the death of Judge Peckham, is a well-known and distinguished member of the legal profession. He was born in Utica in the year 1819, and there joined the legal profession when he was twenty-one years of age. He first distinguished himself in the famous case of the Mayor vs. Bayley, which was tried in the Court of Errors in 1843. It arose out of the breaking down of the Croton dam in this City, and became a leading case in fixing legal responsibility upon corporations for malfeasance. Mr. Johnson was at that time the junior partner of Judge Hulbert, who was leading counsel for the defendant. He continued the practice of his profession in this City, and in Utica, until he took his seat in the Court of Appeals, which he occupied until legislated out by the amended Constitution of 1870. He was then appointed Commissioner of Appeals, and remained such up to the day before yesterday. The Judge is of a scientific turn of mind. He indulges his taste for scientific as well as literary and artistic pursuits to a greater extent than is usual with men of his profession. The variety of his information is not less remarkable than its depth and accuracy. Since the death of his father a few years ago, he has been in the enjoyment of an ample fortune. The members of the profession in this City who are personally acquainted with him say that he is an eminent jurist, a learned lawyer, a thorough gentleman, and a man fully qualified to fill the high position to which he has been appointed.

PROF. T. W. DWIGHT.

Theodore W. Dwight, the well-known and much-esteemed Professor of Columbia College Law School, has been long a resident of this City. He is a grandson of Timothy Dwight, who was President of Yale College about a half century ago, and was born near Catskill, N. Y., in 1822. Prof. Dwight is a graduate of Hamilton College, and studied law at Yale. Previous to his removal to New-York City, he conducted a successful law school at Clinton, Oneida County, where he has now a residence. The Columbia College School was first opened by Chancellor Kent, in the year 1825 or 1826. After a few years the school was suspended and remained so until reopened by Prof. Dwight, in 1859. There was less than 100 pupils during the first few years of the Professor's management, but the number has steadily increased each succeeding year, and there are now about 400 students. Many of the most promising young lawyers at the New-York Bar owe the most valuable part of their instruction to Prof. Dwight. He does not practice law, but is very frequently consulted by practicing lawyers. He is regarded as an eminent authority on common and civil law, and is especially renowned for his knowledge of the laws regulating charities. Prof. Dwight being now absent from the City, it could not be ascertained what changes will be made in his school by his appointment as Commissioner.

MR. EDWIN COUNTRYMAN.

Edwin Countryman, of Cooperstown, who has been appointed Justice of the Supreme Court of the Sixth Judicial District, in place of John M. Parker, deceased, is a prominent lawyer, and well known in the State as an able jurist.

ANOTHER PROTEST AGAINST THE REPEAL OF THE BANKRUPT LAW.

PORTLAND, Me., Dec. 30.—A petition will go to Washington this evening, signed by the wholesale merchants in every branch of trade in this city, protesting against the repeal of the Bankrupt law, and urging its amendment.

CONVENTION DELTA PSI FRATERNITY.

Special Dispatch to the New-York Times.

PHILADELPHIA, Dec. 30.—The twenty-seventh annual convention of the Delta Psi Fraternity, a college society, having a chapter in nearly every prominent university of the country, has been holding its sessions in this city to-day and yesterday. The attendance has been large, and for the first time since the war, the Southern colleges have been fully represented. The dinner of the society took place this evening at the Assembly Rooms, at which Thomas E. Fisher, of New-York, presided, and this being the closing exercise of the convention, a very pleasant reunion was indulged in. Among the distinguished graduate members of the fraternity present were Hon. Stewart L. Woodford, Judge B. T. Morgan, Hon. Hamilton Fish, Jr., Charles A. Peabody, Jr., Richard S. Jenkins, George S. Bispham, and Hon. R. H. Lockridge, of Mississippi.

THE CORNELL INVESTIGATION.

CONCLUSION OF THE EXAMINATION OF WITNESSES.

ALBANY, N. Y., Dec. 30.—Controller Hopkins was examined to-day in the matter of the Cornell investigation, before John D. Van Buren, one of the Commissioners, as to the bill No. 612, which Mr. Cornell had said was introduced in the Legislature at his (Hopkins') suggestion. He testified that Mr. Cornell had brought the bill to show to him, but that he never suggested any such bill. On the contrary, he was opposed to it. Mr. Cornell came to him a long time before the bill was introduced, and wanted to change the securities in the Controller's Office, to which he (Mr. Hopkins) objected. During the examination, Col. Van Buren stated that Gov. Seymour, Mr. Wheeler, and himself looked upon the second contract made by Mr. Cornell as more improvident than the first, as it gave the contractors the choice of the most valuable land, and allowed them to cut timber without having a dollar invested; whereas, by the first contract, they had to pay for every stick of timber before it was cut. In addition to this, Mr. Cornell assumed all the expenses of the examination of the land after the contractors had made it, and even refunded the amount the contractors had expended for that purpose.

Mr. Cornell, in the course of his explanation, said he considered the second contract most advantageous to the University, and further stated that he entered into this operation with the full conviction that he would make $8,000,000 over and above all expenses, and he was entirely satisfied he would accomplish all he intended to do.

The taking of testimony was concluded, and the summing up will take place in New-York at an early day.

THE PENNSYLVANIA MINES.

IMPROVEMENT IN THE LEHIGH REGION AND NORTHERN PENNSYLVANIA.

Special Dispatch to the New-York Times.

SOUTH BETHLEHEM, Dec. 30.—The improvement in the condition of the mining and manufacturing interests in the Lehigh Valley and Northern Pennsylvania is even more extended than has hitherto been reported. Three-fourths of the coal, iron, slate, and zinc mines are in operation on full and reduced time and wages. This prosperous state of things is especially noticeable at this city and the adjacent largely-populated towns. The mineral production is reasonably good, and hundreds of persons recently unemployed are now securing employment. There are very fair prospects for a general resumption of all suspended industries during next month. The coal trade, although the production is somewhat decreased, is in a fair state. The production in the Lehigh coal districts for the year, has been satisfactory to all parties. The operators and colliers are working together harmoniously.

PROSPECT FOR GENERAL RESUMPTION OF COAL MINING.

Special Dispatch to the New-York Times.

MAHANOY CITY, Penn., Dec. 30.—Notwithstanding the suspension of the collieries of the Philadelphia and Reading Coal and Iron Company, the coal trade at this point is good. A number of mines are temporarily stopped for the purpose of making repairs. They will start as soon as they are in working order. Others will suspend during the week, and it is possible that there will be a complete stoppage soon. If an amicable arrangement is perfected between the Anthracite Board of Trade and the Miners' and Laborers' Benevolent Association, who are now holding a meeting at Pottsville, there will be a general resumption. If, on the contrary, there should be a difficulty on the "basis" question, it is probable that the miners will stand out. Some of the operators and miners favor an equalized basis. To show what this is, the following statement is furnished by an agent well acquainted with the coal-mining interest, and the difficulty attending an amicable and speedy adjustment of the basis question will be on the reduction of contract work, which ought to be fixed on an equalized basis, but which will be fought hard by the miners, who are earning large monthly wages. To illustrate: The miners working at Colliery A are working but six hours and making from $100 to $190 a month, while the miners at Colliery B. are working seven and eight hours and making but $65 and $75 per month. The reason of this great difference is that one place is easily mined, with little or no expense, and the other is just the reverse. A day or so will show the result of the Pottsville meeting, and the parties interested are awaiting its termination with considerable anxiety.

THE POLARIS SURVIVORS.

A meeting of the survivors of the Polaris Arctic expedition rescued by the Tigress was held last night at the Metropolitan Hotel, to draft a petition to Congress to grant them additional compensation for the terrible sufferings which they endured while on the ice. Among the survivors present were Capt. Morrison, who engaged the crew for Capt. Hall for the expedition; G. W. C. Kruger, G. W. Lindquevit, William Aindemill, Frederick Atathing, and Frederick Jamka. Capt. Morrison represented the interests of Esquimaux Joe and four others of the crew who were absent. Capt. Morrison said that the expedition in which they took part had achieved more success than any former expedition to the Arctic regions, and that the American people ought to be justly proud of its results. Before embarking on the expedition Capt. Hall told him, when engaging the crew, to promise them additional compensation outside their wages of the $25 a month, and now that Hall was dead he felt responsible, and the men call upon him to fulfill that promise. He thought that the present would be a good time to hear the opinions and statements of the survivors in regard to the false reports concerning Capt. Hall's death. G. W. C. Kruger, one of the survivors, in answer, said that he did not believe the report that Capt. Hall was poisoned. No person on board the steamer, he said, would have done anything detrimental to Capt. Hall's health, because they all loved him. In reply to a question of Mr. Hewett, the survivors present declared that Capt. Buddington did not desert or abandon the party on the ice. Capt. Osborne said he would first like to see the character of the crew vindicated, and then an additional compensation granted them from the Government. The salary—five cents a day which they had received was the paltry.

Mr. Hewett said that though the expedition did not succeed in reaching the North Pole, the crew reflected great credit on the undertakers and on the American people, and he felt certain that Congress would willingly grant the prayer of the petitioners. Capt. Morrison thanked Mr. Hewett for his kindness to them, and alluded to the action of the German Government in granting 1,000 thalers additional compensation to the crew of the steamer Germania, which was sent on an exhedition to the North Pole, and whose success was not as great as theirs. He hoped

THE RAILROAD ENGINEERS.

CONDITION OF AFFAIRS IN THE WEST.

THE LITTLE MIAMI—OFFERS OF ENGINEERS TO RETURN.

Special Dispatch to the New-York Times.

CINCINNATI, Ohio, Dec. 30.—The Superintendent of the Little Miami Railroad reports seventy-five applications for positions as engineers since yesterday morning. There will be no difficulty in getting enough engineers to man all the engines on the road. The Superintendent requires engineers applying to bring recommendations as to personal character, and also to give references to the last employers, who are immediately telegraphed, and no applicant is employed unless favorable answer is received. Some engineers of the Ohio and Mississippi Road have made application, and have been received, they preferring to work on the Little Miami Road, doubtless, for reasons derived from residence and other local facts. The Superintendent says he is ready to take back some of the strikers, but some of them he will never take back. He says the officers are daily receiving telegrams from railroad companies all over the United States telling them not to flinch, not to yield an inch, to hold on, and assuring them of sympathy and support.

Assistant General Manager Webb telegraphs from Pittsburg that General Western Manager McCullough has telegraphed him that he, McCullough, will not receive any committees from, or have any conference with the strikers. All the difficulties of the strikers must be settled with the Superintendents of their respective divisions. Mr. Webb also telegraphs: "After two days' conference, the engineers and men on the Allegheny Valley Road have notified their officers that they will submit to the ten per cent. reduction, and will not quit or stop. The Cleveland and Pittsburg men are at work under the reduction. A committee of engineers at Indianapolis has offered to resume work at the reduction."

The engineers in Cincinnati have been in secret meeting all day to-day.

The engine Clemens, No. 230, was sent out to take an accommodation train yesterday afternoon. The engine was in charge of a new man, supposed to be connected with the strikers. When the train reached Foster's Crossing, a few miles up the road, the engine began to burn and the boiler pipes began to leak. It was one of the best engines on the road. It was temporarily repaired, and is running again to-day. All the passenger trains ran out from the Little Miami Depot to-day, save the Midnight Accommodation. Way freights will begin to run to-morrow.

ACCIDENT CAUSED BY SUBSTITUTING A BRAKEMAN FOR A STRIKING ENGINEER.

Special Dispatch to the New-York Times.

CHICAGO, Dec. 30.—A brakeman named Frank McCullough, who claimed to know something of machinery, was to-day sent out in charge of a locomotive on the Pan Handle Road. His run was from Chicago to Logansport. Owing to his inexperience, he ran by one water-tank, and before he reached the next tank was empty of water. He cut loose from the mail train and started to back down to the first tank, when he was run into by a freight train near Joliet Cut-off Crossing. McCullough was so badly injured that it is not considered likely he will survive. His fireman was also dangerously injured, and the engine was damaged considerably.

SYMPATHY FOR THE STRIKERS IN CHICAGO.

Special Dispatch to the New-York Times.

CHICAGO, Dec. 30.—The engineers of this city had a meeting on Sunday, at which a resolution of sympathy was passed for the brethren of the Pan Handle route. It was further determined that, if any reduction in wages is attempted, a grand strike will follow. It is officially announced that the Chicago and St. Louis Railroad Company will insist on the reduction heretofore telegraphed THE TIMES, and a strike is certain to follow. The officials claim to have plenty of men ready to take the places of the strikers.

INDICATIONS OF THE END AT INDIANAPOLIS.

INDIANAPOLIS, Ind., Dec. 30.—The engineers' strike continues without material change. One passenger train went out this morning on the Pan Handle Road and one on the Jeffersonville Road, and trains have arrived on both roads. The Vincennes Road is running its passenger trains regularly. Rumors are still current of a general strike on all the roads, but seem to be without foundation. From present appearances the strike is nearly at an end.

THE JEFFERSONVILLE, MADISON AND INDIANAPOLIS RAILROAD.

LOUISVILLE, Ky., Dec. 30.—All the striking engineers in this vicinity have refused to accept the offer of the Jeffersonville, Madison and Indianapolis Railroad Company, and none of them resumed work yesterday. At a meeting of the brotherhood last night, the authority of Grand Chief Engineer Wilson was disavowed, and the reported acts of violence by striking engineers elsewhere were strongly condemned. No violence whatever in this vicinity has been reported.

Midnight.—At this terminus of the Jeffersonville, Madison, and Indianapolis Railroad, the situation remains unchanged. Nine strikers have resumed work, while several outside men, who were employed by the company gave up their engines to-day. Their places were afterwards supplied. But very little business is done on the road. At Seymour, on the line of the road, to-day, a nut was placed in such a position as to burst the cylinder head, entirely disabling the engine. On the New-Albany branch, last night, a large rock was thrown at the engineer. It missed him, but shivered the window of a passenger-coach, hurting no one. Other violence is reported.

THE SITUATION AT COLUMBUS.

COLUMBUS, Ohio, Dec. 30.—The striking engineers here show no disposition to go to work at the companies' terms. Nevertheless, Superintendent Caldwell reports the acquisition of quite a number of engineers, and the trains will move regularly to-morrow. A considerable quantity of delayed freight was moved out to-night. The general impression here is that the strike will break up within this week.

THE LAKE SHORE RAILROAD.

CLEVELAND, Ohio, Dec. 30.—Railroad matters are quiet here. There are rumors that the engineers on the Lake Shore Railroad will strike on Monday or Tuesday next, but no definite information can be obtained. Those who have the best means of knowing say that no strike is contemplated.

THE TOLEDO AND WABASH RAILROAD.

LAFAYETTE, Ind., Dec. 30.—All is quiet in railroad circles. There are no signs of a strike on the Toledo, Wabash and Western Railroad, notwithstanding the reports to the contrary.

THE SENTIMENT IN THIS CITY.

Since the order reducing the wages of engineers and employes on the Eastern Division of the Pennsylvania Railroad was issued, the engineers employed on that division have held meetings in Philadelphia and Jersey City to protest against such action by the company, and appointed committees to lay their complaints before the officers of the road. The engineers seem to have been the only active movers in the matter, the other employes of the company considering it futile for them to oppose the company's action. A delegation from Lodge No. 53 of the Brotherhood of Locomotive Engineers, it is understood, who waited upon F. Walcott Jackson, General Superintendent of the Company, yesterday, were informed that it was the intention of the company to make the reduction of salaries only temporary. The committee say that if the company assures them that the order reducing their wages is not to be made permanent they will not strike. It is generally conceded that in this way a compromise will be effected between the engineers and the company. Most of the engineers express their entire willingness to continue work with such an understanding, so it is almost certain that the threatened strike will be averted on the Eastern Division.

CINCINNATI STATISTICS FOR THE YEAR.

Special Dispatch to the New-York Times.

CINCINNATI, Dec. 30.—Reports of the various city departments came in to-day. The City Infirmary has given to the poor, 3,631 loads of coal, and will probably have given 100,000 bushels before the close of the season. On applying at the Infirmary, the applicant, having a certificate from the Overseer of Poor, receives six pounds of flour, two pounds of sugar, a pound of coffee, or half a pound of tea, and a ration of beans, rice, or hominy. During the past year 7,560 families have been relieved in this manner. All the above is for the out-door poor.

The bonded debt of Cincinnati at present amounts to $6,001,500, which is by several hundred thousand dollars lighter than that of any other city of its population in the country. Eighty-eight frame buildings, 325 brick, and five stone-front buildings have been erected, and fifty-five frame, 144 brick, and three stone-fronts have been repaired. There were 5,909 deaths, about 200 of these from cholera. Crimes against property number 1,092; crimes against persons and the public peace, 760; making a total of 8,685.

JORDAN, MARSH & CO.

THE INVESTIGATION CONTINUED.

Special Dispatch to the New-York Times.

BOSTON, Dec. 30.—The examination of the books and papers of Jordan, Marsh & Co., continues, and every effort appears to be making to get at the bottom of the business. As the investigation progresses, it is shown how small it is, which bears out the statements made in these dispatches from the start that the stories in circulation regarding the extent of the charges and the vast amounts involved were untrustworthy. Judge Lowell will not allow any helter-skelter searching of the books for mistakes or "points," but requires the officers to confine their searches solely to prove, or obtain evidence to prove, the complaints made in their affidavit. Already nineteen of the seized packages of books and papers have been returned to the firm. It is stated tonight on excellent authority that $20,000 will be the entire value of the invoices in dispute in which frauds by undervaluation and the omission of the cost of customs for the invoices are claimed. If every count was found to be sound, the entire amount that could be demanded from the firm would be hardly $300,000. The firm have been allowed access to the books, and so they have pursued their business without any apparent difficulty whatever. In the conduct of the business in the wholesale rooms, where the books were seized, there is no change noticeable. Customers come and go, and activity prevails throughout the establishment, as though nothing unusual had occurred. The same confidence is expressed by the senior partner of his ability to prove the firm's entire innocence of intended irregularities, though what may be shown by the books and papers that have been under the sole control of Mr. Jackson, the confidential clerk, through his manipulations, they profess not to know. Suspicion against this man Jackson, who has had exclusive charge of the importations, has been stronger to-day than heretofore, but the members of the firm are non-committal in his case. He quietly left the firm's service this morning, and has been seen about the Court-house since; but whether he is acting with the detectives or not is unknown, though it is generally believed that he is. The detectives evade answers to direct questions, but their manner is accepted as sufficient evidence to strengthen this belief. He has long enjoyed the confidence of the firm, and has been treated almost as a social intimate. It is understood that he told the members of the firm last Saturday, just after the seizure, to their earnest inquiries, that everything had been all right in their importations. It is believed that he has been acting against the firm over a year. In the legal investigation it is understood that Jordan & Marsh will be represented by Powers & Ball, of this city, and that District Attorney Sanger will have the assistance of Gen. Butler.

Gen. Butler, in answer to inquiries this afternoon, said: "There is no case as yet, and all that can properly be said on this subject at the present time is that the firm has been suspected by the Government, the books have been seized and an investigation is now in progress. Further than this I do not feel myself justified in giving an opinion, or making any statement." Concerning the law he said: "The law is a wise and good one, and has been beneficial to the country in its workings, and there never was a case where the books of a firm were seized by the Government but that the parties admitted their guilt, or it was found by a jury.

MOVEMENTS OF THE VIRGINIUS SURVIVORS.

An unusually large crowd of visitors was admitted into the Brooklyn Navy-yard yesterday, and numerous applications were made for permission to go on board the Juniata. In almost every instance, however, the permission was not accorded, an order to that effect having been issued the previous day by Admiral Rowan. The twelve passengers of the Virginius who were sick, as already stated, were removed to the Navy-yard Hospital, and the vessel is still lying in the river, awaiting orders. The Cuban head-quarters in Exchange place was crowded throughout the day. Gen. Diaz Villegas, Col Cisneros, Col. Arteaga, Vicente Mestri, Col. Jordan, and many other prominent members, were in attendance at an early hour, and a short session was held, at which it was agreed that all of the survivors, who wished, could remain under the care of Los Amigos de Cuba until some arrangements could be made for forwarding them to their homes. Engineer Knight, Manuel Menases, and about a dozen more of the survivors, called at the head-quarters before the meeting was over. They were greeted with cheers. Mr. King, the engineer of the Virginius, an Englishman, said he had never been in the United States before, and was anxious to be sent back to England. He said in Jamaica he entered the service on board the Virginius, as he had done on other vessels in England, and he felt his position keenly. The meeting after adjournment proceeded to Señor José Trujillo's restaurant, No. 70 Pine street. On arriving there the party found some difficulty in getting in, as the place was crowded with the survivors and their friends, and others anxious to see and greet them. Mr. Trujillo provided the whole party with breakfast. After congratulations had passed, Gen. Villegas, with the other members of the Executive Committee of Los Amijos de Cuba, retired to another room and proceeded to take a list of the names of those who required any extra clothing, and those who desired to be forwarded to their homes. Five are to be sent to New-Orleans, three to Baltimore, four to Philadelphia, and others to Chicago and other Western cities. The largest number belong to Kingston, Jamaica. It was stated that after to-day the survivors would be transferred from their places to a hotel in Houston street, and as quickly as possible each person would be provided with money and their passage. The presence of one of the children of Jesus del Sol in the room caused a great deal of curiosity and excitement among the survivors. Manuel Menases, one of the passengers, who shipped at Kingston for Limones Bay, produced a belt that was given him by Jesus del Sol on the morning of his execution. Other articles were produced—wooden spoons, with which they ate the last meal they ever got—in the prison at Santiago de Cuba, and pieces of rope that were used in tying their hands when prepared for execution, but which, owing to the timely aid of the commander of the British ship Niobe, was not carried out.

By noon both rooms in the restaurant were crowded, and as the utmost confusion was going on, groups talking to their friends in Spanish of their trials and sufferings, Señor Trujillo called the assemblage to order, and addressed them at considerable length. He eulogized the United States Government for the prompt action in rescuing the survivors and wresting the Virginius from the Spanish volunteers. Nothing could be more commendable, he said, than the kindness of Commander Braine, of the Juniata. The men could scarcely find words to express their gratitude. Had it not been for the great care and attention that had been paid to them on board the Juniata, they would have succumbed from the effects of the harsh treatment they were subjected to in the dungeons of Santiago de Cuba. The meeting was next addressed by Gen. Villegas, Señor Cisneros, and others, when Señor Trujillo moved that the Executive Committee of Los Amigos de Cuba be empowered to prepare suitable resolutions to be presented to Commander Loraine, of the British man-of-war Niobe, together with a sword, as a mark of esteem. It was also agreed that a series of resolutions be prepared and presented to Commander Braine, thanking him for his kindness. A resolution was then adopted, expressing condolence with Commander Braine for the loss of one of the members of his family. It was agreed that the survivors of the Virginius should assemble at 9 o'clock to-day, and attend the funeral of Commander Braine's son, from the Church of the Ascension, in Tenth street, Brooklyn. After the meeting several of those present gave recitations and sang national songs. As many of the Jamaicans seemed to think that they were not at their own disposal, but still prisoners, they remained all day in the restaurant, the regular business of the establishment having been stopped. In the evening the men were served with under-clothing. The following members gave notice that they no longer needed the attention of the committee, as they had met their relatives in the City: Emilio Garcia, Camillo Sans, Ortaga, Julio Arango, Sergio Saldo, Domingo, Dias, Rafael Pacheo, Ramon Calvo, Alejandro Calvo, Domingo Rodriguez, Pedro Sestro, Henrique Canel, and the Señors Trujillo. Supper was served last night at Trujillo's restaurant to sixty of the survivors, who are principally Cubans and Jamaicans, and they were then transferred to No. 143 Greene street for the night. The American and English speaking portion were taken to Mackinley's Motel by Capt. C. W. Brown.

THE LOSS OF THE VIRGINIUS.

Continued from First Page.

to care nothing about the condition in which she was. They appeared to discard every idea of cleanliness, and seemed to care for nothing except keeping their muskets clean.

We left Tortugas on the 19th, and had tolerably good weather for three days after we started. On the fourth day it commenced to blow. We spoke the Colorado on the 22d, I think—on the afternoon of the 22d. On the 23d, it blew a strong gale, and we fared roughly. On the 24th and 25th, it blew still stronger, and we fared still worse. On the 26th the storm increased; it blew so heavily that we had to seek shelter near land. Here we had to desert the ship, being within twenty miles of the shore, and the unfortunate vessel went down, as you are already aware. The crew sent to bring back the Virginius, of which I was a member, were taken from the Pawnee in Key West. We saw the Powhatan towing the Manhattan at Tortugas on the 21st. This is all I know."

STATEMENT OF MIDSHIPMAN TYLER.

From a statement furnished by Midshipman Tyler, an officer of the Ossipee, who had been ordered from that vessel to the Virginius, and who was on board the latter from the time the vessels left until the steamer foundered off the Bald Head Shoal Light, coast of North Carolina, it would appear that all along the Virginius was leaking very badly, and that she was only kept from sinking much earlier by the constant working of the pumps. The details coming from this source are very ample, and tell the entire story of the expedition. The Ossipee, it appears, was ordered out of Key West very secretly, and left that port at 4:30 on the morning of the 15th, having in tow the schooner Mollie A. Hand, laden with coal. She got into Dry Tortugas about 3:30 o'clock, and came to anchor there. Next day, at 2 o'clock, two steamers came into the harbor, and proved to be the Virginius and the Despatch. Capt. Walters, of the Ossipee, immediately went on board the Virginius, which was under the command of Lieut. Marix, assisted by Ensign Calhoun, and by Second Assistant Engineer Lamdin. Lieut. Commander Woodrow was then ordered from the Ossipee to take charge of the Virginius, and Midshipmen Tyler and Underwood were detailed to her as watch officers. They went on board at 8 o'clock in the evening, and found that the vessel was being coaled by men who had been detailed from the Ossipee for the purpose. They were also pumping her out. She had then three feet of water in the forward compartment, and water in the fore and main holds. The water was also about up to the fire-grates. They coaled all night, and by morning had taken in a sufficient quantity for the passage to New-York. All that day the pumps were worked unceasingly, and the engines were backed until 10 o'clock on the following morning, with the view of assisting the process of bailing out. On the 17th, the Ossipee weighed anchor and started for New-York, having the Virginius in tow. The latter was turning her engines very slowly, rather with the view of facilitating the pumping, than of lessening the work of the Ossipee. The Despatch accompanied them until 5 o'clock next day, and then steamed for Key West. They had good weather until the 20th, when it commenced to blow and rain. On the 22d the violence of the wind increased to a gale, and the sea ran very high. They were then some distance off Charleston. The leak in the Virginius increased, and they signaled their condition to the Ossipee. The latter then steered landward in the direction of Charleston, until about thirty miles off. That morning the after boiler of the Virginius gave way, in consequence of a blister on the crown sheet. There was no explosion, however, and none of those on board suffered any injury. Chief Engineer King was sent from the Ossipee to inspect the boilers, and he reported the after one entirely useless, but the forward one he thought would hold so as to enable them to pump the ship until they got to New-York. The weather now moderated a good deal, and Capt. Walters, of the Ossipee, determined to stand on by the coast, as his orders were strict about getting to New-York. They continued on until Christmas Eve, when it again commenced to blow hard, the high wind being accompanied by lightning and rain. The leak in the Virginius increased, and she labored heavily in the trough of the sea. That morning, at 6 o'clock, the hawser parted, and the Ossipee steered toward land, signalling the Virginius to follow. The latter obeyed the signal, and when the Ossipee got close enough to land she cast anchor, and the Virginius, getting up under her stern, succeeded in picking up the hawser. Then they started again for New-York. The crew of the Virginius labored hard during the day to prevent the leak from gaining, but the engines did not turn sufficiently fast for the purpose. The hand pumps were also worked, but still the leak gained slowly. At 4 o'clock that evening they signalled to the Ossipee to haul up and take them off. As the water was gaining the fires would soon be out, and they would have no working pumps. Shortly after, however, they again signalled that they would try and keep the vessel afloat till morning. They pumped all night, but the hand pumps gave out at 10:30 P. M., and at 4:30 o'clock on the morning of the 26th the water had commenced putting out their fires. At about 5 o'clock all the fires were out and the pumps stopped. They then signalled their condition to the Ossipee, and asked her to haul them up and take them on board as they could do no more. It was at this time blowing a gale. The Ossipee hauled them up, and Lieut. Rhodes and four men took a boat and were dropped down by a line from the Ossipee to the Virginius. They first took off the landsmen, then the ordinary seamen, then the seamen and machinists, and lastly the officers. The boat made altogether five trips before the crew was transferred to the Ossipee. At 8:30 A. M. on the morning of the 26th, the last boat left the Virginius. The crew and officers lost all their property, except such trifling effects as they could carry with them. The two ships lay there till 4:17 o'clock in the afternoon, the hawser being still unparted. The Virginius settled first slowly by the head, and then gave a violent lurch. There must have been at this time some 120 tons of water in the forward compartment. It appears to have burst the bulkhead and rushed aft, for it tore up the decks and fore-hold. The ship began to sink more quickly then. The water next carried away her forward smoke-stack, and then the top of the engine-room floated off. The after smoke-stack was next carried away, and almost at the same moment, the maintop-mast fell, and with it went down the pennant, which had been kept flying by order of Capt. Walters. In a few moments more there was a loud explosion. It appears to have proceeded from compressed air, which burst with great force through the stern of the vessel. The ship then lurched, and went down upon an even keel in seven fathoms of water. The foretopmast was visible above water, as also the stump of the maintopmast and the bow of one of the after-boats. After the sinking of the Virginius, the Ossipee cut the hawser and buoyed it. The place the Virginius sunk is off the Bald Head Shoal Light, and at the time she went down she was bearing about north. If the vessel had not gone down that day, it appears to be pretty certain that she would never have weathered the storm which the Ossipee encountered the following day off Cape Hatteras. After the sinking of the Virginius the Ossipee proceeded to New-York, making the remainder of the passage principally under sail, and arriving off the Battery about 11:30 o'clock on Monday night, as already reported.

STATEMENT OF ANOTHER OFFICER.

Another officer of the Virginius supplies the following details subsequent to the surrender of the vessel:

The vessel was in the most filthy condition, and entirely destitute of stores and provisions of any kind, and, with the exception of seven days' coal, had nothing on board of any use. She was leaking badly, and had three feet of water in the hold. By 3 P. M., steam was up and the pumps working, and at 4, in company with the Dispatch, she left the Bay of Honda for the Dry Tortugas, where she arrived the next day at 1:30 P. M., where she found the United States steamer Ossipee, with stores and provisions, and schooner loaded with coal. They commenced coaling the ship, and making all necessary preparations for proceeding to sea immediately. Lieut. Commander D. C. Woodrow here relieved Lieut. Marix in command of the vessel, and Midshipmen F. Tyler, E. B. Underwood, and Second Assistant Engineer A. Kirby, reported for duty. A critical survey was here held of the vessel and engines, and although it was found that she was leaking badly, it was thought that with the steam and hand pumps she could safely make the passage north. At 2 A. M., Friday, the 19th, in tow of the Ossipee, she left the Dry Tortugas for New-York, and until the 22d, although she was leaking forward all the time, the weather being pleasant and sea moderate, the pumps kept the water under full control. On the 22d the wind came out strong from the north and east, and the sea being rough, the vessel commenced to work forward, and one of the plates on the port bow, about three feet below the water line, which was slightly cracked, worked open. The forward compartment then commenced to fill up. On the 23d the wind had increased to almost a gale, and the water kept gaining until it was up to the grate bars in the fire-room. The Virginius then changed her course, and stood in for the land, being about abreast of Charleston, S. C. Hove overboard the anchors, and all heavy weights forward, to lighten her bow as much as possible, as at this time there was six feet of water in her forward compartment. All that night everybody was up working at the pumps, and getting the boats ready to leave the ship, if necessary. The wind moderating before morning we had gained sufficiently on the water to be free from danger. At 3 A. M. on the 24th the crown sheets of after boiler gave way, and we were now left with one boiler to work the pumps, men and officers almost exhausted on account of constant work at the pumps. However, we stood up the coast, keeping in near the land, resolved to get the ship north if possible. In the afternoon the crown sheets of forward boiler commenced to show signs of weakness, and we had to reduce the steam pressure to two and a half pounds. On the 25th the wind again increased to a gale from the north and east, and the sea became very rough, the ship working badly forward, and the water gaining fast. We steamed in toward land, where hawser parted, when the Virginius followed the Ossipee slowly into Long Bay, off Cape Fear. At 8 A. M. the Ossipee anchored off Smithville, and the Virginius made fast to her again by the hawser. All day it blew a heavy gale, and a rough sea was running. The water kept steadily rising, notwithstanding all our exertions, until it became evident that it was only a question as to how long the vessel would float. At 5 P. M. the water was nearly up to the grate-bars in the engine-room, nine feet in forward compartment, four feet in fore-hold, and the ship slowly sinking by the head. As it was blowing a heavy gale, with a rough sea, dark, and raining and hailing, it was almost impossible to leave the ship that night. Everybody on board was up all night and straining every nerve to keep the ship afloat until daylight. At 3 A. M. signaled to Ossipee: "Water gaining fast; fires nearly out; haul us up." At 5 the water extinguished the fires, and the steam-pumps stopped. Signaled to Ossipee: "Fires out, pumps stopped; haul us up and take us off immediately." All hands were now engaged bailing ship out with buckets to keep her afloat until arrival of Ossipee's boats, as the Virginius' boats were not seaworthy or large enough to save all hands. At 6, Ossipee hauled Virginius up to within fifty fathoms, and sent a boat to take off the crew. The weather had now cleared up, but the wind was blowing a heavy gale, and a heavy sea was running. At 8 A. M. the last boat, containing the officers, left the ship, and arrived safely on board the Ossipee, where every attention was shown them by the officers of that vessel. The Virginius was now left abandoned and slowly sinking by the head, forward compartment full of water, six feet in the fore-hold, and three inches above the grate-bars in the fire-room, the upper part of ship comparatively free of water. The chronometers, nautical instruments, and signal-books were saved, but the sea was so rough, and the danger of the ship sinking from under us so imminent, that the officers' clothing and personal effects had to be left behind. The Virginius sank slowly, the air in the after compartments keeping her afloat until 4:17 P. M., when, the forward compartment giving way, she sank, bows first. She rested on the bottom on an even keel, and with her cross-trees above water; when sinking, the decks were forced up with a loud explosion, the smoke-stacks gave way, and maintopmast fell over, and a boat and a few spars only marked the place where she sunk. She sank in eight fathoms of water in latitude 33° 49′ 39″ north, longitude 77° 59′ west, Smithville Light-house bearing north three-quarters west. The Ossipee immediately cut the hawser which had been previously buoyed, got up anchor, and left for New-York.

STATEMENT OF COMMANDER WALTERS, OF THE OSSIPEE.

Commander Walters, of the Ossipee, gives the following account of the voyage of his vessel and the Virginius: After the latter had been delivered to the Dispatch at Bahia Honda, she proceeded to the Dry Tortugas, where she was handed over to the Ossipee. Her condition, when the officers of the latter boarded her, was filthy almost beyond description. The Spaniards had swept away everything of value or ornament, and vented their hate on the immovable furniture by cutting and defacing it in every way possible. All her sections below water were leaking, and her fires extinguished by the influx of the water into the grates. Working parties were immediately detailed from the Ossipee to get coal and other necessary supplies on board, and put her, as far as possible, in a condition to make the trip to New-York. By bailing and pumping for thirty-six hours, and the untiring exertions of all hands, the dilapidated old hulk was made ready for sea. Her appearance was anything but inspiring. In the bow was a leak of formidable proportions, whose half-repaired condition, despite the best efforts of the Ossipee's men, threatened anything but a successful voyage. It had been patched up with hydraulic cement, which had corroded the iron. The forward compartment was partially filled with water, which there was no possible means of disposing of. Bailing was resorted to, but without effect. In the other sections, the fire-room, and after-hold, the water was from two to three feet deep. After hours of energetic bailing, the water in the engine-room was lowered sufficiently to start the fires under the boilers. Steam having been made, the water was held in check by the steam-pumps of the engine, and the two ships—the Virginius in tow, about 100 fathoms to the rear of the Ossipee—set our for New-York. This was at 2 o'clock on the morning of the 19th of December. The weather was considered favorable, the wind blowing from the north-west and the sea smooth. At Key West the Dispatch, which had escorted them thus far, parted company, and the Ossipee and her convoy continued on their course alone. The north-westerly wind and the smooth sea continued up to the 23d inst., at which time they had made very favorable progress, having taken advantage of the currents of the Gulf Stream. The Virginius, though leaking constantly, and every day getting lower in the water, appeared to be doing well for a vessel in her condition. On the morning of the 23d a strong wind set in from the north-west, with a rough, boisterous sea, in which the Virginius labored a good deal, and steered very badly. Signals were made on the forenoon of that day by Lieut. Woodrow and those on board that the water was rapidly gaining on them. It had then risen so high as to momentarily threaten to extinguish the fires in the furnaces. Under those circumstances, it was deemed expedient, for the safety of the Virginius, to abandon the Gulf Stream, and to go close in shore, taking advantage of the smooth water in the bends, between the capes, which, along the coast of the Carolinas, are very numerous. At this time, the Ossipee and her convoy were off Savannah. Accordingly, their course was shaped so as to enter smooth water as early as possible. When there it was discovered that the leak did not increase. Their course, therefore, was continued up the coast, with the intention of keeping out of the heavy sea, and, in case a storm came on, to find shelter under the lee of some projecting head-land in smooth water, where the engines of the Virginius could keep her afloat. In this manner the Ossipee worked along laboriously, the almost dead weight of the Virginius a constant drag on her engines. When morning dawned after the night of the 24th the barometer was found to indicate the approach of a gale from the north-east of more than ordinary magnitude. To the left lay Frying-pan Shoals, off Cape Fear, to the lee of which was an admirable anchorage. This is down on the charts as Long Bay. Here the two ships entered, and anchored in eight fathoms of water, to stay until the gale had blown over. The Virginius lay directly in the rear of the Ossipee, about eighty fathoms of chain-cable between them. The Virginius was moored at the stern, her engines working slack in order to get the advantage of her steam pumps. The water was at this time within four or five inches of her fires, and the firemen had for four or five days been working in three feet of water. At 4 o'clock on the morning of the 26th the crew of the Virginius signaled that the water was overcoming them in the engine-room, and had washed out the fires. The gale was blowing terrifically, and both ships were tossed about in the boisterous sea, though comparatively shielded from the full force of the hurricane. Soon after, one of the boilers of the Virginius gave out completely, the stays and braces which supported the crown plates giving way. They were already rotten, and had perhaps been tampered with by the Spaniards. Their supports being removed, the crown sheets bulged and collapsed down on the fires. A short time after the other boiler gave out in a similar manner. It was yet three hours to daybreak, and until then nothing could be done to relieve the crew. Boats and hawsers were got in readiness on board the Ossipee, and every preparation made for the rescue. At 7 o'clock the tow-line by which the Virginius was riding was shortened up and a boat in charge of an experienced officer sent to the aid of the crew. The sea ran so high that it was with the greatest difficulty, and only by the aid of bowlines, that any of the latter were saved. Only a few could be received at a time, and the boat was forced to make four or five trips. The officers were taken off last. The disabled ship was meanwhile filling fast, and the gale having become so furious any attempt to draw her further in shore was out of the question. No alternative was left but to wait for her going down. She made her last dive at a little after 4 o'clock, going down head foremost until the wheel-house was covered, the water rushing in an immense wave along her decks and tearing off the roof of the cabin, thus completing her destruction. The hawser was then cut and buoyed, and the ship left to her fate. The spot where she sank is ten miles to the west of south of Cape Fear. Commander Walters spoke in the highest terms of the bravery and heroism of Lieut. Woodrow and his crew in staying on the Virginius as long as there was any hope of saving her.

OFFICERS OF THE VIRGINIUS.

Lieut. Commander Woodrow, commanding.
Ensign G. A. Calhoun, Executive Officer.
Midshipmen F. Tyler and E. B. Underwood, Watch Officers.
A. Kirby, Second Assistant Engineer.
N. H. Lamdin, Second Assistant Engineer.

OFFICERS OF THE OSSIPEE.

Commander, J. Walters.
Lieut. Commander G. H. Haswell, Executive Officer.
Lieut. Commander, Woodrow.
Lieut. N. W. Rhodes, Watch Officer.
Lieut. J. C. Rich, Watch Officer.
Lieut. L. V. Housel, Watch Officer.
Lieut. C. T. Force, Watch Officer.
Midshipmen, F. Tyler, E. B. Underwood, J. W. Bean.
Captain's Clerk, H. J. Sadlier.
Pay Clerk, T. J. B. Trant.
Chief Engineer, W. King.
Second Assistant Engineer, A. Kirby.
Paymaster Wright.
Surgeon, B. H. Kidder.
Assistant Surgeon, F. B. Stephenson.
Second Lieut. Marines, F. Scott.
Boatswain, Jas. Bell.
Gunner, James Thayer.
Carpenter, J. Burke.

THE REGISTRATION PAPERS OF THE VIRGINIUS.

Mr. Henry E. Abell, in charge of the Bureau of Navigation in the Custom-house, said yesterday, that he did not believe that the charge of false registration could be proven against the Virginius. The clearance papers on file show that Mr. Patterson was the owner at the time of her sailing from here in 1870, but there is no available evidence that he acted as the agent of the Cubans in the purchase of the steamer. If this could be legally established, the Virginius would be liable to forfeiture, as the Navigation laws provide that no vessel in which a foreigner has a pecuniary interest shall take out an American register, or carry the American colors. Mr. Abell thought that it would be difficult to find any one who could testify to whom the Virginius really belonged. Another Government officer was under the impression that the Virginius could be condemned for a violation of the Neutrality act. He said that after the Virginius sailed from here she engaged in landing war material on the coast of Cuba for the use of the insurgents. A vessel which is now used for condemnation in the United States Court in Brooklyn, made several trips from New-York with cannon, arms and ammunition, which were transferred to the Virginius in Hayti. It is thought that if the Spanish Government bring any claim for damages against the United States, it will be based on the operations of the Virginius in 1870 and 1871.

ANTECEDENTS OF THE VIRGINIUS.

The history of the former exploits and fortunes of the Virginius are interesting. She was built in the year 1864, on the Clyde, for a Liverpool firm, trading between that City and Mobile. She arrived at Mobile on her first trip immediately after the Union fleet had passed the forts. The Confederates purchased her for a cotton-carrying blockade-runner. Once only she tried the experiment, with but partial success. She gained the bay in safety and unloaded, but was so hotly pursued that she was compelled to fly for shelter several miles above Mobile. She was not always equally fortunate. In the following year she was captured and turned over to the Collector of Customs. On the 22d of January, 1866, the Collector transferred her to the custody of the Freedmen's Bureau. In doing so he acted under the instructions of the Treasury and Navy Departments, as appears from papers there filed, as well as by a letter written on the subject, by the Secretary of the Navy Laroque and by the Government receipt for the vessel. The Freedmen's Bureau kept her only three weeks. They sold her on the 14th of the following February at Mobile, to C. M. Godbold and J. M. Moody. The new owners had her inspected and a new registration issued to her in their name. She was not destined to remain their property very long. On the 23d of June she was purchased by Miles T. Steele. Mr. Steele did not keep her long either. On the 14th of May, in the following year, he transferred her by bill of sale to the United States authorities. The nominal consideration given was $5, but it is understood that the transfer was made to cover some obligation of the owner to the Government. Thus she became, for the second time, the property of this Government, and remained so until August, 1870, when she was sold for $9,800 to John F. Patterson, of New-York. The sale was made at Washington, where the vessel then was. She was immediately transferred to New-York, where she was renamed the Virginius, another new registry was taken out for her, and she once more started on a voyage to sea. Early in October she started for the port of Curacoa, laden with breadstuffs, saddlery, clothing, &c., to the value of $13,000 or $14,000. From that date up to the time of her capture by the Cuban authorities, her course was in the obscurity of steady trade. Since she has been brought into such startling notoriety than no incident of her history has escaped the public up to the 16th of last month, when she was for the third time given into the possession of the United States authorities. A minute account of her course from that time until the hour she disappeared from the gaze of men was given in yesterday's TIMES.

In appearance this steamer was scroll-headed and round-sterned, with one deck and one mast. Her dimensions were: Length, 2,160.10; breadth, 245.10; depth, 109.10; tonnage, 441 94-100.

FROM OUR HAVANA FILES.

We gather the following from our late files of Cuban papers, received per steamer of yesterday:

From the Bejucal La Union, of the 21st.

We have learned from several residents of Batabano that on the 16th inst. fire was discovered in eighteen different places in the cane fields of the Santa Lucia estate, owned by Messrs. Solar & Co. All the cane was burned, and it was only by great difficulty and by the most strenuous efforts of the force of laborers on the estate, assisted by those of the neighboring plantations, that the buildings were saved.

From the Trinidad El Imparcial of the 18th.

The harvest has begun in our valley under the most favorable auspices. The cane-juice averages between nine and ten and a half degrees. When the harvest sets in so favorably the yield generally increases in richness after January, and continues so to the end of the season. The crops are in good condition, for although the cane is not very large the quality of the juice is good. The September and October crops are particularly good.

THE JUDGMENT AGAINST THOMAS C. FIELDS.

ALBANY, N. Y., Dec. 30.—Several months since the counsel of Thomas C. Fields, Ex-Assemblyman, and one of the New-York Ring, appealed to the Court of Appeals from a judgment obtained against him for $363,651 80. This proved to be irregular, and the case and exceptions were filed in the County Clerk's office to-day, on an appeal to the General Term of the Supreme Court for this department.

ELI PERKINS AT ASSOCIATION HALL.

The last of the Galaxy series of lectures for the year was delivered yesterday evening at Association Hall by "Eli Perkins," before a crowded audience. "My Uncle Consider" was the title of the lecture, and for fully an hour and a half Mr. "Perkins" kept his hearers in continuous laughter by his peculiarly quaint and facetious recital of the sayings and doings of his mythical relatives. His uncles "Consider" and "Nathaniel," his fashionable cousin Julia, from Fifth avenue, whose father had abandoned a lucrative interest in Pennsylvania oil-wells for the hopelessly unprofitable occupation of competing with professional lapidaries of Oriental origin in the purchase of diamonds, and his cousin Eugene Augustus, whose only claim to respectability was the occupation of a hall bedroom in Lexington avenue, had their characteristics described in a humorous strain, which evoked hearty and applausive laughter. The differences and dispositions of his uncles "Consider" and Nathaniel were next described. His uncle Nathaniel indulges in the flowing bowl. He drinks "with impunity or anybody else who invites him." One day he asked "Consider" to treat him. "Consider" took umbrage, but "Nathaniel" took whisky. The last thing "Consider" did was to call on the Shah of Persia in London. "Do you like our country?" said "Consider." "It is great, Mr. Perkins, great," replied the Eastern monarch, "Europe, with all her civilization, only exceeds your country in one thing and that is her magnificent collection of ruins." "But," said Consider. "We shall soon have splendid young ruins. Look at Washington Monument, look at Castle Garden, look at the old Post Office and the Mercantile Library. Go further. Look at the Southern Confederacy, look at Jeff. Davis, look at 'Boss' Tweed, look at Mr. Genet." "Yes, Mr. Perkins, rejoined the Shah, "I see the enterprise of the Americans on the ruin question, but you cannot compete with us yet."

GERMAN REPUBLICAN CENTRAL COMMITTEE.

The German Republican Central Committee, Wm. Gellman presiding, held a meeting at No. 349 Bow

THE REAL ESTATE MARKET.

At the Exchange yesterday, Monday, Dec. 30, by order of the Court of Common Pleas, in foreclosure, under the direction of Daniel M. Van Cott, Esq., as Referee, James M. Miller sold in one parcel the following property: One plot of land, in size 84 by 18.1 by 73.6 by 61, with old frame building there on known as the "Friends' Meeting-house," situate on Chambers street, south side, running through to Rose street, between Pearl and Duane streets; also, one two-story and attic brick house, with lot 34 by 72.5 by 60.11 by 29, No. 50 Rose street, north side, adjoining above. All sold to Frederick Hartung, a second mortgagee, for $17,000 over and above mortgage of $40,000, with some accrued interest, (the amount not being stated,) thus making the total price realized upward of $57,000. The remaining auctions of the day were disposed of as follows: Sale by Mr. Miller of four lots on the Grand Boulevard, southeast corner of Eighty-second street; case settled and property withdrawn. Sale by same auctioneer of a house and lot on Delancey street, adjourned to Jan. 6. Sale by same auctioneer of four lots on Second avenue, south-west corner of Eighty-sixth street; adjourned to Jan. 13. Sale by Jere. Johnson, Jr., of one lot on One Hundred and Twenty-seventh street, and two lots on One Hundred and Twenty-eighth street, west of Fourth avenue; adjourned to Jan. 6. Sale by B. P. Fairchild of a house and lot on West Twenty-third street, west of Eighth avenue; adjourned to the same date; and sale by A. J. Bleecker, Son & White of eight parcels of real estate situate respectively on East Broadway, Pike and Division streets; adjourned to Jan. 13. No other business was transacted.

TO-DAY'S AUCTIONS.

The auctions noticed for to-day are as follows:

By Daniel M. Seaman, foreclosure sale by order of the Court of Common Pleas, Uriah H. Tompkins, Esq., Referee, of two houses and lots on East Fifty-eighth street, north side, 25.5 feet east of Lexington avenue; lots each 25 by 100.5. Also, Supreme Court foreclosure sale, Wm. Patterson, Esq., Referee, of one lot and improvements on Third avenue, east side, 60.10 feet south of One Hundred and Tenth street; lot 20 by 83.

By Richard V. Harnett, foreclosure sale by order of the Court of Common Pleas, Charles T. Middlebrook, Esq., Referee, of one lot and improvements on 97 and Forty-sixth street, north side, 300 feet west of Eleventh avenue; lot 25 by 198.

By James M. Miller, Supreme Court foreclosure sale, Wm. S. Kelley, Esq., Referee, of the house and lot No. 13 West Thirty-ninth street, north side, 264.2 feet west of Fifth avenue; lot 20.10 by 98.9.

EXCHANGE SALE, TUESDAY, DEC. 30.

NEW-YORK.

By James M. Miller.

1 plot, 84x18.1x73.6x61, with frame building thereon, known as "The Friends' Meeting-house," Chambers st., s. s., running through to Rose st., between Pearl and Duane sts., and 1 two-story and attic brick house with lot, 34x (72.5x60.11)29, No. 50 Rose st., n. s., 74.3 ft. e. of Duane st., adjoining above, sold in one parcel.....$57,000

RECORDED REAL ESTATE TRANSFERS.

NEW-YORK.

Monday, Dec. 29.

Greenwich st., No. 92, s. w. corner Rector st., 26.6x60.....$31,500

11th st., No. 227, s. s., 224 ft. e. of Avenue B, 16.8x75.....8,900

23d st., n. s., 116.8 ft. w. of 10th av., 16.8x98.8.....12,000

62d st., n. s., 96 ft. e. of 4th av., 16x76.1.....20,000

74th st., n. s., 25 ft. w. of Madison av., 25x102.2.....55,000

79th st., s. s., 100 ft. e. 1st av., 25x102.2.....12,200

93d st., s. s., 160 ft. e. of 3d av., 40x100.8.....22,000

124th st., n. s., 181.6 ft. w. of 1st av., 18.9x100.11.....18,000

116th st., n. s., 75.1 A. w. of 1st av., 37.6x100.11.....37,000

2d av., n. e. corner Houston st., 50x41.....26,300

11th av., s. s., 20.5 ft. n. of 57th st., 25x50.....17,500

11th av., s. s., 50.5 ft. n. of 57th st., 50x50.....35,000

Leasehold Conveyances.

Pearl st., No. 508, n. s., 100 ft. e. of Cherry st., 20x75.....$14,000

3d av., s. s., 50.5 ft. n. of 60th st., 20x75.....15,500

3d st., w. s., 25 ft. n. of 92d st., 27.6x72.10.....15,000

Leases.

Broome st., No. 455, s. w. corner Mercer st., ground floor and part basement, 5 years, per year.....$13,000

Oliver st., No. 11, 5 years, per year.....1,000

Oliver st., No. 13, 5 years, per year.....1,800

9th st., n. s., 248 ft. w. of Broadway, 26x98.11, 21 years, per year.....600

CITY REAL ESTATE.

FOR SALE—SEVERAL DESIRABLE DWELLINGS, well located, in Fifth, Eighth, and Ninth Wards; all rented; in good order, ripairs and improvements; prices from $10,500 to $17,000. Also, several medium first-class three and four story stone-front houses on best streets in Twenty-second ward, west of Broadway. Particulars and permits with JAMES PRICE, No. 200 Hudson st.

FOR SALE—THE EXTRA-WIDE LOT AND BUILDING, No. 401 Broadway, north-west corner of Walker st.; lot about 29x108; particularly suitable for a bank; price asked, $175,000; possession May 1 next. HOMER MORGAN, No. 2 Pine st.

WM. S. GAVEY, REAL ESTATE AND HOUSE AGENT, No. 94 Bleecker st. City or country property rented or sold; rents collected; tenements property a specialty.

COUNTRY REAL ESTATE.

A RARE CHANCE TO OBTAIN A DESIRABLE house at Roselle, N. J.; house modern, thirteen rooms, with carriage-house and garden; grounds ample; ten city lots opposite the park, one block from depot; Central Railroad of New-Jersey; forty-three minutes from New-York. Five minutes from Elizabeth; either for rent or for sale.
A. D. HOPE, No. 119 Liberty st.

ORANGE, N. J.—COUNTRY HOUSES, LANDS and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER B. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone sts.

STORES, &C., TO LET.

OFFICES TO LET
IN
TIMES BUILDING.
SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.
Apply at TIMES COUNTING-ROOM.

TO LEASE—THE SPACIOUS FIVE-STORY MARBLE store, No. 736 Broadway, opposite the New-York Hotel; size, 26x130; possession 1st February next. Apply to JOHN LLOYD & SONS, No. 7 Warren st.

TO LET OR LEASE—THE EXTRA WIDE AND deep (about 30x200) store, No. 501 Broadway, through to Mercer st., first floor, basement and subcellar; $7,000 per annum. Inquire of HOMER MORGAN, No. 2 Pine st., or JOHN LLOYD'S SONS, No. 7 Warren st.

DWELLINGS TO LET.

TO RENT—TILL OCT. 1, 1874, TO A PRIVATE family, a completely-furnished and first-class four-story full-size house on Stuyvesant square, 15th st. and Rutherford place, next to St. George's Church.
HOMER MORGAN, No. 2 Pine st.

TO LET—SECOND FLOOR, FOUR ROOMS AND kitchen, No. 238 East 28th st.; rent, $30 per month. Apply to E. F. ROGERS.

HOUSES & ROOMS WANTED.

WANTED—BY THE ADVERTISER, A FURNISHED house, in good neighborhood; rent not over $2,000 per year. Family small; no children. Possession wanted 1st of February. Address A., Post Office Box No. 1,479.

WANTED—A FURNISHED HOUSE BY A LADY and gentleman with one child; must be complete and in desirable location. Address, with price and full particulars, Box No. 2,986 Post-office.

PROPOSALS.

BOARD OF EDUCATION.

Sealed proposals will be received by the School Trustees of the Eighteenth Ward, at the hall of the Board of Education, corner of Grand and Elm sts., until THURSDAY, the 12th day of January, 1874, and until 3 o'clock P. M. on said day, for additions to the steam-heating apparatus in Grammar School No. 40, in East 23d st., between 2d and 3d ave.

Specifications may be seen at the office of the Engineer, No. 146 Grand st., third floor.

Two responsible and approved sureties will be required from the successful bidder.

The names of parties offering proposals must be indorsed on the outside of the envelopes containing the proposals.

The Trustees reserve the right to reject any or all of the proposals offered.

JOHN F. TROW,
FRANCIS B. WEEKS,
ANDREW WARNER,
JOSEPH K. O'BRIEN,
HENRY S. TERRELL,
Board of School Trustees, Eighteenth Ward.

Dated NEW-YORK, Dec. 26, 1873.

UNITED STATES ENGINEER OFFICE,
(Third story Union Bank Building, Fayette, near Charles st.)
BALTIMORE, Md., Dec. 27, 1873.

PROPOSALS

For dredging in the South Branch of the Elizabeth River, Virginia, near the City of Norfolk, and above the crossing of the Norfolk and Petersburg Railroad, will be received at this office until 12 noon of Jan. 10, 1874, and opened immediately thereafter.

The right to reject any bid is reserved.

Blank forms, specifications, and any desired information can be had on application at this office.

WM. P. CRAIGHILL,
Major of Engineers, United States Army.

BUSINESS CHANCES.

WANTED—TO FORM A BUSINESS CONNECTION with an upright young man—having friends who can command funds—who is willing to go to Chicago and engage in real estate and loans on first bond and mortgage. No safer business in the world. A man who understands abstracts, deeds, &c., preferred. Best references required and given. Address CHARLES H. ADAMS, No. 160 Lasalle st., Chicago, Ill.

A REPUTABLE, Agreeable, and Lucrative In-door business of permanent and increasing interest, already in successful operation in several cities, where it is indorsed and patronized by many of the most prominent residents, may be established with a moderate capital in any city or town. It is especially adapted to Physicians, or those having medical knowledge or taste, or to those interested in Physical Culture, but may be conducted by any one. For detailed information, address HEALTH LIFT COMPANY, 46 East 14th st., N. Y.

A GENTLEMAN OF EXPERIENCE, CONTROLLING some capital, desires to enter as partner in some business already established, manufacturing preferred. Address WORK, Box No. 141 *Times* Office.

DRY GOODS.

R. H. MACY & CO.

DOUBLE DISCOUNT!!!!!!!!!!!
DOUBLE DISCOUNT!!!!!!!!!!!!

DOUBLE DISCOUNT!

20 PER CENT. off on Toys!
20 PER CENT. off on Dolls!
20 PER CENT. off on Vienna Bronzes!
20 PER CENT. off on French Bronzes!
20 PER CENT. off on Real Bronzes!
20 PER CENT. off on Velvet and Satin Bon-Bon Boxes!
20 PER CENT. off on Vienna Leather Goods!
20 PER CENT. off Fine Pearl Fans!
20 PER CENT. off Fine Ivory Fans!
20 PER CENT. off Fine Real Lace Fans!

This discount will
be taken off from our prices of last week, and will be continued
MONDAY, Dec. 29,
TUESDAY, Dec. 30,
WEDNESDAY, Dec. 31.

A fine stock of Laces, Embroideries, Handkerchiefs, Hosieries, and Gloves, Perfumery, Toilet Goods, Jet Goods, Housekeeping and Housefurnishing Goods, well adapted for the Holidays.

Try our LA FORGE GLOVE!!
Try our LA FORGE GLOVE!!

All the new party shades now in.
Ladies' Two-Button, 98 cents a pair.

A new pair given for all that rip or tear.

PIC A complete stock of imported and domestic Canned and Dried Fruits, Preserves, Potted Meats, Pickles, Oils, Salads, Flavoring and Relishes, Figs, Crackers, Sardines, Olives, Jellies, Sauces, and many other delicacies, at prices that will astonish experienced housekeepers who have been paying high prices for their goods at Grocery Stores. Confectionery, &c., &c.

Store closed at 6 P. M.

R. H. MACY & CO.,
14TH ST. AND 6TH AV.

LACE CURTAINS.
UPHOLSTERY GOODS.

The balance of Bankrupt stock of Upholstery Goods will be sold this week at about one-half their value. The largest assortment in the City, consisting of

Real Lace Curtains, $7 50 per pair and upward, to finest quality manufactured.

Guipure Lace Curtains, $5 pair and upward.

Nottingham Lace Curtains from $2 per pair upward.

Vestibule Laces, real and Nottingham.

Plain, striped, and figured Reps, Damasks, Satins, Cretonnes, Chintzes, &c.

Fringes, Gimps, Cords, and Tassels of all colors, sizes, and styles, for trimming, draperies, lambrequins, &c.

Curtain Loops and Bands in endless variety.

Piano and Table Covers.

Lambrequins and Cornices.

On hand the Patent Extension Cornice; will fit any window; can be put up at an hour's notice.

CARPETS.

Great Reduction
In order to reduce stock preparatory to our annual inventory.

Oil-cloths, all widths, at panic prices.

Druggets of every description a specialty.

MATS AND RUGS IN ENDLESS VARIETY.

SHEPPARD KNAPP'S
Great Carpet and Upholstery Rooms,
Nos. 183 and 185 6th av., one door below 13th st.

P. S.—Carpets made and put down at one day's notice this week.

EMBROIDERED SLIPPERS
A SUITABLE PRESENT FOR THE HOLIDAYS.
CANTRELL, Nos. 239 and 241 4th av.

SMITH'S PATTERN BAZAAR, NO. 914 Broadway, near 20th st.—WINTER FASHIONS. New ATTRACTIONS. New REDINGOTES, Patterns, with CLOTH MODELS, now ready. Patterns fitted to the FORM warranted perfect. Cutting and tasting.
BUDGETTE SMITH.
No. 914 Broadway, New-York.

MAUGAS—COURT DRESSES AND MANTLES, PATented.—No. 82 Rue Neuve-des-Petits Champs, corner of the Rue de la Paix, Paris.

FINANCIAL.

TOLEDO, WABASH & WESTERN
GOLD 7 PER CENTS.
ALSO,
Cincinnati, Hamilton & Indianapolis
CURRENCY 7 PER CENTS.,
GUARANTEED, PRINCIPAL & INTEREST,
BY THE
Cincinnati, Hamilton and Dayton
Railroad Company.
For sale by
WINSLOW, LANIER & CO.,
NO. 27 PINE ST.

WOOD & DAVIS,
BANKERS,
No. 31 Pine St., New-York,
Receive the accounts of banks and bankers, merchants, and corporations.
execute orders for United States and municipal stocks, railroad bonds, and investment securities for estate and trust funds.
C. D. WOOD. SAM'L D. DAVIS.

FOR SALE,
7, 8, AND 10 PER CENT.
CITY AND COUNTY BONDS,
RAILROAD BONDS,
CITY RAILROAD STOCKS,
And other choice Stocks and Bonds, paying 10 to 20 per cent., at low rates, by
ALBERT H. NICOLAY & CO.,
No. 43 Pine st., New-York.

N. B.—Investment securities our specialty 22 years.

THE CHATHAM NATIONAL BANK,
NEW-YORK, Dec. 24, 1873.
A SEMI-ANNUAL DIVIDEND OF FIVE PER Cent., free of tax, was this day declared, payable to the stockholders on and after Jan. 2, 1874. The transfer-books will remain closed until that day inclusive.
GEO. M. HARD, Cashier.

NATIONAL BROADWAY BANK,
NEW-YORK, Dec. 27, 1873.
THE ANNUAL ELECTION FOR DIRECTORS of this bank, and for inspectors of the next ensuing election, will be held at the banking-house on TUESDAY, the 13th day of January proximo, between the hours of 12 M. and 1 P. M.
J. L. EVERITT, Cashier.

OFFICE OF NEW-YORK FLOATING DRY DOCK CO.,
No. 254 SOUTH ST., NEW-YORK, Dec. 29, 1873.
THE ANNUAL ELECTION FOR DIRECTORS of this company will be held at the office of the company, No. 254 South st., on Tuesday, Jan. 13, 1874. Polls open from 12 M. to 1 P. M. by order.
F. L. HEWITT, Secretary.

PACIFIC BANK, NEW-YORK, Dec. 30, 1873.
THE ANNUAL ELECTION FOR DIRECTORS of this bank will be held at the banking-house on TUESDAY, the 13th day of January next, between the hours of 12 M. and 1 o'clock P. M.
R. BUCK, Cashier.

THE BANK OF NEW-YORK, NATIONAL BANKING ASSOCIATION, NEW-YORK, Dec. 13, 1873.
THE ANNUAL ELECTION FOR DIRECTORS of this bank will be held at the banking-room on TUESDAY, Jan. 13, 1874. Polls open from 12 to 1 o'clock P. M.
W. R. MEEKER, Cashier.

THE MARKET NATIONAL BANK,
NEW-YORK, Dec. 23, 1873.
THE ANNUAL ELECTION FOR DIRECTORS of this bank will be held at the banking-house on TUESDAY, Jan. 13, 1874, from 12 M. to 1 P. M.
A. GILBERT, Cashier.

THE AMERICAN EXCHANGE NATIONAL BANK,
NEW-YORK, Dec. 10, 1873.
ELECTION.—AN ELECTION OF DIRECTORS WILL be held at the office of this bank, on TUESDAY, Jan. 13, 1874, from 12 M. to 1 P. M.
E. WILLSON, Cashier.

EAST RIVER NATIONAL BANK DIVIDEND.
—A dividend of Four (4) per Cent., free from all taxes, has been declared from the profits of the last six months, payable on and after Jan. 2, 1874.
Z. E. NEWELL, Cashier

FINANCIAL.

VERMILYE & CO.
BANKERS,
16 and 18 Nassau st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.
FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR INVESTMENT.
BUY AND SELL ON COMMISSION.
RAILWAY STOCKS, BONDS, AND GOLD.
INTEREST ON DEPOSITS.
WASH'N R. VERMILYE, DONALD MACKAY,
JAS. A. TROWBRIDGE, LATHAM A. FISH.

George Opdyke & Co., Bankers, No. 25 Nassau-st., New-York, like an incorporated Bank, receive deposits subject to check at sight, with the additional advantage to Depositors of Interest on daily Balances.

INVESTMENT.
LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY SINKING FUND BONDS OF 1892.
A Limited Amount for sale at 87 1-2.
Paying the investor over 9¼ per cent. per annum.
ROBINSON, CHASE & CO.,
BANKERS, NO. 18 BROAD ST.

WALKER, ANDREWS & CO
No. 14 Wall-st., New-York.
ANDREWS & CO., PARIS.
TRAVELERS' CREDITS.
Exchange and Circular Notes on UNION BANK OF LONDON and on PARIS.

ROBERT WINTHROP & CO.,
BANKERS AND BROKERS,
NO. 18 WALL ST.
Execute orders for STOCKS, BONDS, and GOLD, allow interest on DEPOSITS, and transact a general Banking and Brokerage business.

PROPOSALS FOR $4,210,497 55 CONSOLidated Stocks of the City and County of New-York, for the purpose of providing means for paying the Bonds of the City and County, maturing Jan. 15, 1874.

Sealed proposals will be received at the Controller's office until TUESDAY, Jan. 6, 1874, at 2 o'clock P. M. for the whole or any part of four million two hundred and ten thousand four hundred and ninety-seven dollars and fifty-five cents, viz.:

Consolidated Stock of the City of New-York, authorized by section 1, chapter 756, laws of 1873; section 4, chapter 444, laws of 1872; and chapter 322, laws of 1871.....$3,890,497 55

Consolidated Stock of the County of New-York, authorized by section 2, chapter 756, laws of 1873; section 4, chapter 444, laws of 1872; and chapter 323, laws of 1871.....320,000

Total.....$4,210,497 55

Interest at seven per cent. per annum, payable on the 1st day of June and December in each year, and the principal will be redeemed on the 1st day of December, 1890.

Each proposal should be sealed and indorsed "Proposals for Consolidated Stocks of the City and County of New-York," and inclosed in a second envelope addressed to the Controller.

For full information, see advertisement in the *City Record*.
ANDREW H. GREEN, Controller.
CITY OF NEW-YORK, DEPARTMENT OF FINANCE, Controller's Office, Dec. 23, 1873.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY, TREASURER'S OFFICE,
NEW-YORK Dec. 22, 1873.
PROPOSALS WILL BE RECEIVED AT this office till noon on SATURDAY, the 3d of January next, for THREE MILLIONS OF DOLLARS, in the First Mortgage Bonds of this company. These bonds will be issued in the form of COUPON BONDS of $1,000 each, or of REGISTERED BONDS of $5,000 and $10,000 each, bearing interest at seven per cent., payable on 1st of January and 1st of July, principal due in 1903. The MORTGAGE by which they are secured is a FIRST LIEN upon the entire railroad property and franchises of the company, which property is valued at $60,000,000, properly indorsed, and should state the kind and denomination of bonds wanted, and the name in which registered bonds are to be issued should be accurately given. Each must be accompanied by a check for a sum equal to FIVE PER CENT. on the amount of the bid, such sum to be applied toward payment in case of acceptance, and to be returned in case of rejection. The bonds will be ready for delivery on SATURDAY, Jan. 10, at this office, when and where the balance must be paid, without interest. The company reserves the right to reject all proposals offered.
C. C. CLARKE, Treasurer.

PROPOSALS FOR BONDS.

Holders of bonds of the undermentioned companies bearing the truflie guarantee or obligation to purchase of the Great Western Railway Company of Canada are hereby informed that the sums mentioned below have been appropriated from traffic to the 31st October, 1873, by the said Great Western Railway Company, for the purchase of such bonds, pursuant to the agreements between said companies respectively and the said Great Western Railway Company of Canada and the Michigan Central Railroad Company, and that the said Great Western Railway Company require proposals for sale of such bonds, which proposals will be received by the undersigned at his office, Hamilton, Ontario, Canada, up to the 15th January, 1874:

Detroit, Hillsdale and Indiana Railroad Company.....$4,211 45

Detroit, Erl River and Illinois Railroad Company.....24,255 82

JOSEPH PRICE, General Manager,
Great Western Railway Company.

1st December, 1873.

CENTRAL RAILROAD COMPANY OF NEW-JERSEY
CONVERTIBLE BONDS
For sale under the terms of the circular of Nov. 14. Apply for statement and circular at No. 119 Liberty st.
SAMUEL KNOX, Treasurer.

CONTINENTAL FIRE INSURANCE STOCK
FOR SALE BY WM. C. GILMAN,
No. 46 Pine st.

OFFICE OF THE METROPOLITAN GAS-LIGHT COMPANY,
BROADWAY, CORNER OF 46TH ST.,
NEW-YORK, Dec. 19, 1873.
THE ANNUAL MEETING OF THE STOCKholders of the Metropolitan Gas-light Company for the election of Directors to serve for the ensuing year, will be held at the Company's office, corner of Broadway and 46th st., on MONDAY, Jan. 12, 1874. Polls open from 12 M. to 3 P. M.
The transfer-books of the Company will be closed on the evening of Saturday, Dec. 27, 1873, and reopened Tuesday morning, Jan. 13, 1874.
O. F. ZOLLIKOFFER, Secretary.

OFFICE OF THE HAMILTON FIRE INSURANCE COMPANY, No. 11 WALL ST.,
NEW-YORK, Dec. 22, 1873.
THE ANNUAL ELECTION FOR DIRECTORS of this company, and inspectors of election for the ensuing year, will be held at the office of the company, MONDAY, Jan. 5, 1874. The polls will be open from 12 M. to 2 P. M.
D. D. LEEDS, Secretary.

OFFICE CENTRAL PETROLEUM COMPANY,
No. 43 PINE ST., NEW-YORK, Dec. 13, 1873.
THE ANNUAL MEETING OF THE STOCKholders of the Central Petroleum Company, for the election of Trustees to serve for the ensuing year, and for the transaction of such other business as may come before them, will be held at the office of the Company on MONDAY, Jan. 5, 1874, at noon.
Polls open from 12 M. to 1 P. M.
LOUIS J. BELLONI, Jr., Secretary.

FOURTH NATIONAL BANK OF THE CITY OF NEW-YORK,
NEW-YORK, Dec. 12, 1873.
THE ANNUAL ELECTION FOR DIRECTORS of this bank and inspectors of election for the ensuing year, will be held at their banking-house TUESDAY, the 13th day of January, 1874. The polls will be open from 12 M. to 1 P. M.
ANTHONY LANE, Cashier.

MERCHANTS' NATIONAL BANK,
NEW-YORK, Dec. 15, 1873.
THE ANNUAL MEETING OF THE STOCKholders of this bank, for the election of eleven Directors to serve the ensuing year, will be held at the banking-house, TUESDAY, Jan. 13, 1874.
Polls open from 12 M. to 1 P. M.
By order of the Board.
C. V. BANTA, Cashier.

THE GERMAN-AMERICAN BANK,
NEW-YORK, Dec. 26, 1873.
THE ANNUAL MEETING OF THE STOCKholders of this bank for election of directors, &c., will be held at the banking-room on MONDAY, 12th of January next, between the hours of 12 M. and 2 P. M.
By order of the board,
O. H. SCHREINER, Cashier.

MECHANICS' AND TRADERS' NATIONAL BANK,
(CORNER BOWERY AND BROOME ST.,)
NEW-YORK, Dec. 19, 1873.
AN ELECTION FOR DIRECTORS OF THIS institution for the ensuing year and for three inspectors for the next ensuing election will be held at the banking-house on Wednesday, Jan. 8, 1874.
Poll will be open from 2 to 3 o'clock P. M. By order
GEO. W. YOULE, Cashier.

NINTH NATIONAL BANK,
NEW-YORK, Dec. 12, 1873.
THE ANNUAL ELECTION OF DIRECTORS OF this bank will be held at the banking-room, No. 407 Broadway, on TUESDAY, Jan. 13, 1874, between the hours of 12 M. and 2 P. M.
H. H. NAZRO, Cashier.

THE HOLDERS OF AMERICAN EXPRESS Trust Certificates, and those who have surrendered the same to the Company, are requested to advise with the Committee of Shareholders, care of Taussig, Fisher & Co., at No. 32 Broad st., New York City.

FINANCIAL.

CITY OF ROCHESTER
7 Per Cent.
WATER LOAN BONDS.
CIRCULARS ON APPLICATION.
ROBINSON, CHASE & CO.
BANKERS, NO. 18 BROAD ST.

ROBINSON, CHASE & CO.,
BANKERS,
NO. 18 BROAD ST., NEW-YORK,
Transact a general banking business in all its details, allowing interest upon deposits to
BANKS, SAVINGS INSTITUTIONS, PRIVATE BANKERS, AND INDIVIDUALS.
Particular attention paid to the investment of
ESTATE AND TRUST FUNDS,
AND INFORMATION REGARDING THE SAME FURNISHED UPON APPLICATION.
Buy and sell upon commission
GOLD, UNITED STATES STOCKS,
and all securities dealt in at the N. Y. Stock Exchange.
First-class Municipal and Railroad loans negotiated.
EUGENE N. ROBINSON, THOMAS B. ATKINS,
GEORGE H. CHASE, WILLIAM T. MORRIS.

CAPRON & MERRIAM,
BANKERS,
No. 9 Wall St., New-York.
MONEY RECEIVED ON DEPOSIT, subject to sight-check, upon which INTEREST will be allowed, according to the rates of the money market.
BANKS, BANKERS, MERCHANTS and other accounts received on deposit as above, or the funds will be loaned on commission, as they prefer.
GOVERNMENT SECURITIES, STOCKS, BONDS, and GOLD bought and sold on commission.
ADVANCES made on first-class COMMERCIAL PAPER, and other approved securities.

Houston & Texas Central Railroad
FIRST MORTGAGE
LAND GRANT SINKING FUND
7 Per Cent. Gold Bonds.
THE ROAD IS ENTIRELY COMPLETED, with full connections North and East, and its net earnings three times the interest on these bonds. In addition to thirty town sites of great value, the company owns 5,500,000 ACRES OF EXCELLENT LAND, well located, the sale of which, in addition to an annual sinking fund of two per cent. of the amount of bonds, is specially devoted to the purpose of paying said bonds.
JOHN J. CISCO & SON,
No. 59 Wall St.

New-York Dock Bonds.
Sevens (7) Due 1904.
BALANCE OF LOAN
FOR SALE.
GEO. K. SISTARE,
NO. 24 NASSAU ST.

NATIONAL PARK BANK OF NEW-YORK,
NEW-YORK, Dec. 18, 1873.
THE ANNUAL ELECTION FOR DIRECTORS will take place at the Banking-house on TUESDAY, 13th day of January, 1874.
Polls open from 12 M. to 1 P. M.
JAMES L. WORTH, Cashier.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

THE STATE OF INDIANA.—TEMPORARY loan offered by our firm having been taken with a rapidity most complimentary to the credit of all Indiana securities, we have now the pleasure of offering, subject to sale, all or any part of a 7 3-10 Twenty-year Funding Loan of $200,000 OF THE CITY OF INDIANAPOLIS. The principal is payable in the City of New-York on July 1, 1893; the interest is payable half-yearly also in New-York. Denomination, $1,000.

FINANCIAL CONDITION OF INDIANAPOLIS.

Taxable valuation	$60,873,913
Property, chiefly real, owned by the city	1,002,426
Loan bonds	$700,000
Purchase-money bonds	33,500
Railroad aid bonds	155,000 —$888,500
Population, which is rapidly increasing	65,000

The entire debt of (Marion) the capital county is but $400,000. We furnish, on application, properly authenticated copies of all papers connected with the issue, and we offer; also, our pamphlet containing an abstract of the laws of Indiana relating to all bonds which her counties, cities and towns may issue, free of charge. We have on hand a few choice 7 per cent. bonds of counties and towns of Indiana, which, under the present financial pressure, we could sell at a discount.
SMITH & HANAMAN,
Brokers in all kinds of Indiana Securites.
Correspondents: New-York National Exchange Bank, New-York, and National Exchange Bank, Boston.

OFFICE OF THE ATLANTIC MUTUAL INSURANCE COMPANY, No. 51 WALL ST.,
NEW-YORK, Dec. 15, 1873.
THE BOOKS OF THIS COMPANY WILL close on the 31st inst., preparatory to its annual statement Persons holding policies on risks which shall have terminated during the year prior to the 1st of January next, are requested to furnish an account of the premiums thereon, and a statement of all claims for return of premiums to prevent discrepancies in the accounts.
J. H. CHAPMAN, Secretary,

VIRGINIA AND LOUISIANA.—PAST DUE coupons, payable at their respective Treasuries, collected on favorable terms. Also, TENNESSEE past due bonds and coupons funded into new funding bonds by
JOHN B. MANNING,
Member New-York Stock Exchange.
No. 5 New-st.

$50,000 WORTH OF HARLEM STOCK down to par, at the one-price clothing-house; No. 76 Fulton st., corner Gold, New-York.

DIVIDENDS.

OFFICE OF THE NEW-YORK, PROVIDENCE AND BOSTON RAILROAD COMPANY, (STONINGTON RAILROAD,)
NEW-YORK, Dec. 30, 1873.
A QUARTERLY DIVIDEND OF TWO AND One-half per Cent., out of the earnings of the last three months will be paid at the office of Messrs. M. Morgan's Sons, No. 39 William st., on the 10th day of January next. Transfer-books will be closed from the 5th to the 10th of January.
F. B. NOYES, Secretary.

THE NASSAU FIRE INSURANCE COMPANY OF BROOKLYN,
OFFICES, NOS. 28 AND 30 COURT ST., BROOKLYN,
No. 107 BROADWAY, NEW-YORK.
THE BOARD OF DIRECTORS HAVE DEclared a Semi-annual Dividend of Ten per Cent., payable to the stockholders, Jan. 2, 1874.
WILLIAM T. LANE, Secretary.

THE COUPONS DUE JAN. 1, 1874, OF THE first and second mortgage bonds of the California Pacific Railroad Company; first mortgage bonds California Pacific Railroad Extension Company, and first mortgage bonds Stockton and Copperopolis Railroad Company, will be paid at the National Park Bank, New-York.
E. H. MILLER, Jr., Secretary.

NINTH NATIONAL BANK,
NEW-YORK, Dec. 19, 1873.
A DIVIDEND OF FOUR (4) PER CENT., free from tax, will be paid on and after Jan. 2, 1874. The transfer-books will remain closed from the 24th inst. until the 2d prox.
H. H. NAZRO, Cashier.

No. 41 CEDAR ST., NEW-YORK, Dec. 30, 1873.
THE COUPONS OF THE MORTGAGE BONDS of the Cedar Falls and Minnesota Railroad Company, due 1st January, 1874, will be paid by the United States Trust Company, No. 49 Wall st.
JOHN S. KENNEDY, President.

THE COUPONS ON MORTGAGE BONDS of the Jacksonville, North-western and South-eastern Railway Company, maturing Jan. 1, 1874, will be paid on presentation at the American Exchange National Bank, New-York.
W. S. HOOK, Treasurer.
JACKSONVILLE, Dec. 23, 1873.

STATE OF MICHIGAN, STATE TREASURER'S OFFICE,
LANSING, Dec. 25, 1873.
THE INTEREST DUE JAN. 1, 1874, ON THE bonds issued by the State of Michigan, will be paid at the American Exchange National Bank in the City of New-York.
V. P. COLLIER, State Treasurer.

CANNELTON COAL COMPANY OF WEST VIRGINIA.—The coupons of the first mortgage bonds due on Jan. 1, 1874, will be paid on and after that date, at the office of the Farmers' Loan and Trust Company, New-York.

LONG ISLAND BANK, BROOKLYN, Dec. 29, 1873.
DIVIDEND.—THE BOARD OF DIRECTORS HAVE declared a dividend of Five per Cent., free of tax, payable to the stockholders of this bank, on and after Jan. 2, 1874.
A. J. BEEKMAN, Cashier.

WEST SIDE BANK, NEW-YORK, Dec. 22, 1873.
A DIVIDEND OF FOUR PER CENT., HAS this day been declared, payable to stockholders of record, on and after Jan. 2, 1874.
JOHN W. B. DOBLER, Cashier.

IRVING NATIONAL BANK, NEW-YORK, Dec. 18, 1873.
A DIVIDEND OF FIVE PER CENT., FREE of tax, has this day been declared, payable Jan. 2, 1874; until which date the transfer-books will remain closed.
J. L. JEWETT, Jr., Cashier.

TRADESMEN'S NATIONAL BANK,
NEW-YORK, Dec. 19, 1873.
A DIVIDEND OF FIVE PER CENT. WILL BE paid on and after Jan. 2, 1874.
ANTHONY HALSEY, Cashier.

SIOUX CITY AND PACIFIC RAILROAD COMPANY,
TREASURER'S OFFICE, BOSTON, Dec. 20, 1873.
THE COUPONS OF THIS COMPANY, DUE Jan. 1, will be paid by the National Park Bank, New-York.
JOHN M. GLIDDEN, Treasurer.

INTEREST ON LOANS OF THE STATE OF Iowa due Jan. 1, 1873, will be paid by the agents of the State.
ALLEN, STEPHENS & CO.

DIVIDENDS.

OFFICE OF THE
HOUSTON AND TEXAS CENTRAL RAILWAY COMPANY,
NO. 52 WALL ST.,
NEW-YORK, Dec. 19, 1873.
The coupons due 1st of January, 1874, on first mortgage gold bonds will be paid at National City Bank.
W. M. RICE, Financial Agent.

THE IMPORTERS' AND TRADERS' NATIONAL BANK OF NEW-YORK, NEW-YORK, Dec. 20, 1873.
A DIVIDEND OF SEVEN PER CENT., OUT of the earnings of the last six months, free of all taxes, has this day been declared by this bank, payable on the 2d day of January next. The transfer-books will remain closed from 24th inst. to 2d proximo.
E. H. PERKINS, Jr., Cashier.

OFFICE OF THE
HAMILTON FIRE INSURANCE COMPANY,
NO. 11 WALL ST.

CAPITAL	$150,000 00
SURPLUS	155,369 68
ASSETS	305,369 68

NEW-YORK, Dec. 15, 1873.
The Board of Directors have this day declared the usual semi-annual dividend of Five per Cent., also an extra dividend of Five per Cent., payable on and after Jan. 2, 1874. The transfer-books will be closed from Dec. 20, 1873, to Jan. 2, 1874, inclusive.
By order of the Board of Directors,
D. D. LEEDS, Secretary.

OFFICE OF THE PANAMA RAILROAD COMPANY,
Nos. 59 AND 61 WALL ST.,
NEW-YORK, Dec. 11, 1873.
SIXTY-SECOND DIVIDEND.
The Board of Directors have this day declared the usual quarterly dividend of THREE (3) PER CENT. for the three months ending the 31st inst., payable to stockholders or their legal representatives on and after the 15th day of January next.
Transfer books will be closed on the afternoon of the 5th and reopened on the morning of the 17th day of January.
JOHN KERLER, Secretary.

PHILADELPHIA AND READING RAILROAD COMPANY,
PHILADELPHIA, Dec. 17, 1873.
DIVIDEND NOTICE.
The transfer-books of this Company will be closed on the 31st inst., and reopen on Tuesday, Jan. 13, 1874.
A Dividend of Five per Cent. has been declared on the Preferred and Common Stock, clear of all taxes, payable in cash, on and after the 20th of January next, to the holders thereof as they stand registered on the books of the Company, at the close of business on the 31st of December. All payable at this office.
Blank orders for dividend can be obtained at this office.
S. BRADFORD, Treasurer.

TO HOLDERS OF OHIO STATE STOC

SHIPPING.

WHITE STAR LINE,
FOR QUEENSTOWN AND LIVERPOOL, CARRYING
UNITED STATES MAIL.
NEW AND FULL-POWERED STEAM-SHIPS.

Sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.
BALTIC.....SATURDAY, Jan. 3, 3 P. M.
OCEANIC.....SATURDAY, Jan. 10, at 10 A. M.
REPUBLIC.....SATURDAY, Jan. 17, at 8 P. M.
ADRIATIC.....SATURDAY, Jan. 24, at 10 A. M.
From White Star Dock, Pavonia Ferry, Jersey City.
Passenger accommodations (for all classes) unrivaled, combining

SAFETY, SPEED, AND COMFORT.

Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP section, where least motion is felt. Surgeons and stewardesses accompany these steamers.
Rates—Saloon, $80, gold; return tickets, $140, gold; steerage, $30, currency. Those wishing to send for friends from the old country can now obtain steerage prepaid certificates, $32, currency.
Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.
Drafts from £1 upward.
For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York.

NOTICE.

On and after the 1st January, 1874, the General Agency in the United States of the Oceanic Steam Navigation Company (White Star Line) will be conducted by Mr. J. A. GILLIS, who is fully authorized to act on behalf of said Company.—No. 19 Broadway, New-York, December, 1873, Oceanic Steam Navigation Company.
J. H. SPARKS, Attorney.

CUNARD LINE.

NOTICE.

With the view of diminishing the chances of collision, the steamers of this line will henceforth take a specified course in all seasons of the year.
On the outward passage from Queenstown to New-York or Boston crossing meridian of 50 at 43 latitude, or nothing to the south of 45.
On the homeward passage not crossing the meridian of 50 at 43 latitude, or nothing to the north of 42.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM SHIP COMPANY, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK.		FROM BOSTON.
Cuba, Wednesday, Dec. 31	Samaria, Saturday, Jan. 3	
Calabria, Wednesday, Jan. 7	Hecla, Saturday, Jan. 10	
Algeria, Wednesday, Jan. 14	Olympus, Saturday, Jan. 17	
Java, Wednesday, Jan. 21	Marathon, Saturday, Jan. 24	
Java, Wednesday, Jan. 28	Parthia, Saturday, Jan. 31	

And every following WEDNESDAY and SATURDAY from New-York. Steamers marked thus * donot carry steerage passengers. Cabin, $80, $100, and $130, gold, according to accommodation. Tickets to Paris, $116, gold. Individual return tickets at favorable terms. Steerage, $30, currency. Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates. Through bills of lading given for Belfast, Glasgow, Havre, Antwerp, and other ports in the Continent, and for Mediterranean ports. For freight and cabin passage apply at the Company's office, No. 4 Bowling Green. For steerage passage at No. 111 Broadway, Trinity Building.
CHAS. G. FRANCKLYN, Agent.

PASSENGERS PER STEAM-SHIP CUBA embark from the Cunard Wharf, foot of Grand st., New-York, at 2:30 P. M., on WEDNESDAY, 31st December, 1873.
For passage apply at
No. 4 Bowling Green New-York.

CUNARD LINE FOR QUEENSTOWN AND LIVERPOOL.

Mail Steamers are appointed to sail as follows:
CITY OF NEW-YORK.....Saturday, Jan. 3, 2 P. M.
CITY OF ANTWERP.....Saturday, Jan. 10, 11 A. M.
CITY OF BROOKLYN.....Saturday, Jan. 17, 2 P. M.
CITY OF BRUSSELS.....Saturday, Jan. 24, 10 A. M.
and each succeeding SATURDAY and THURSDAY, from Pier No. 45 North River.

RATES OF PASSAGE.

CABIN, $70, $80, and $90, gold, according to accommodation. Round trip tickets at low rates.
STEERAGE, to Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30. Prepaid certificates, $32, currency.
Passengers also forwarded to Havre, Hamburg, Sweden, Norway, Denmark, and Paris, at reduced rates.
Drafts for £1 and upward, at lowest rates.
For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.
For Steerage Passage, at No. 33 Broadway or Pier No. 45 North River.
JOHN G. DALE, Agent.
Or to
O'DONNELL & FAULK, No. 402 Chestnut st., Philadelphia.
J. CRAIGH, No. 192 State st., Boston.
F. C. BROWN, No. 38 South Clark st., corner Lake st., Chicago.
WM. INMAN, Liverpool, and No. 9 Rue Scribe, Paris.

NATIONAL LINE.

Notice.—This Company takes the risk of insurances (up to $500,000 in gold) on each of its steamers, thus giving passengers the best possible guarantee for safety and avoidance of danger at sea.
The most southerly route has always been adopted by this steamship to avoid ice and headlands.
From Piers Nos. 44 and 47 North River.
TO QUEENSTOWN AND LIVERPOOL.
Spain.....Sat., Jan. 3, 2 P. M. | Egypt.....Sat., Jan. 17, 3 P. M.
Canada.....Sat., Jan. 10, 10 A. M. | Greece.....Sat., Jan. 24, 10 A. M.
POSTPONED TO LONDON DIRECT.
DENMARK, Schnell.....Saturday.
Cabin passage, $70, $80, $90, currency. Steerage, $30. Return tickets at reduced rates. Prepaid steerage tickets from Liverpool at the lowest rates. Apply at the company's office, No. 69 Broadway.
F. W. J. HURST, Manager.

GREAT WESTERN STEAM-SHIP LINE.

NEW-YORK TO BRISTOL, ENG., DIRECT.

Taking goods and passengers for London, Cardiff, Newport, Gloucester, and all ports in Bristol Channel.
The steamers of this line will sail from Pier No. 18, East River, as follows:
GREAT WESTERN, Stamper.....Saturday, Jan. 3
ARRAGON, Western.....Wednesday, Jan. 14
CORIWALL, Gibson, to follow.
Cabin passage, $70 currency; intermediate, $45 currency; steerage, $30 currency. Parties wishing to send for friends from the old country can now obtain prepaid certificates. Drafts for $1 and upward. For freight or passage apply to
E. E. MORGAN'S SONS,
No. 70 South st., New-York.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.
The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:
ST. LAURENT.....LACHENEZ.Saturday, Jan. 10
PEREIRE.....DAUBE.....Saturday, Jan. 24
AMERIQUE.....BOUCAU.....Saturday, Feb. 7
EUROPE.....LEMARIE.....Saturday, Feb. 21

PRICE OF PASSAGE IN GOLD (including wine) TO BREST OR HAVRE.
First cabin.....$128 | Second cabin.....$78
Excursion tickets at reduced rates.
American travelers going to, or returning from, the Continent of Europe, taking this line, avoid both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble, and expense.
GEORGE MACKENZIE, Agent,
No. 58 Broadway.

FOR LIVERPOOL,
(VIA QUEENSTOWN),
CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY dispatch one of their first-class full-power iron screw steam-ships from
PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY, as follows:
MINNESOTA, Capt. BENDOR.....Dec. 31, 2 P. M.
WISCONSIN, Capt. FARNAM.....Jan. 7, 9 A. M.
NEVADA, Capt. FORSYTH.....Jan. 14, 2 P. M.
MANHATTAN, Capt. PRICE.....Jan. 21, 8 A. M.
MISSOURI, Capt. GUARD.....Jan. 28, 2 P. M.
IDAHO, Capt. REGNY.....Feb. 4, 9:30 A. M.
Cabin passage, $80, gold.
Steerage passage, (Office No. 29 Broadway,) $30, currency.
For freight or cabin passage apply to
WILLIAMS & GUION, No. 63 Wall st.

ANCHOR LINE.

Steamers sail from Pier No. 20 North river, foot of Dey st., EVERY WEDNESDAY AND SATURDAY.
Italy.....Wed., Dec. 31 | Australia.....Sat., Jan. 10
Devonia.....Sat., Jan. 3 | Olympia.....Wed., Jan. 14
Caledonia.....Wed., Jan. 7 | Victoria.....Sat., Jan. 17
CABIN PASSAGE TO OR FROM
Glasgow, Liverpool, or Londonderry,
Wed. steamers, $65 and $75; return, $130, currency.
Sat. steamers, $65 and $75; return, $130, gold.
STEERAGE PASSAGE.
To Glasgow, Liverpool, London, Queenstown, London derry, Belfast, Bristol, or Cardiff, $30, currency.
Drafts for any amount at lowest rates.
Company's offices, No. 7 Bowling green, New-York.
HENDERSON BROS., Agents.

ATLAS MAIL LINE.

BI-MONTHLY SERVICE TO HAYTI, VENEZUELA, CURACOA, MARACAIBO, JAMAICA, AND COLOMBIA.
First-class full-powered English-built iron screw steamship, from Pier No. 12 North River.
For HAYTI, CURACOA, VENEZUELA, and PORTO RICO.
CORINTH.....Jan. 9.
CLARIBEL.....Jan. 30.
For JAMAICA AND COLOMBIA.
ETNA.....Jan. 13.
ATLAS.....Jan. 30.
First-class passenger accommodation.
PIM, FORWOOD & CO., Agents,
Nos. 56 Wall and 59 Pine sts.

FOR HAVANA.

MAIL, PROGRESO, AND VERA CRUZ.
New-York and Morgan's Mail Steam-ship Line,
Leaving Pier No. 3 North River, at 3 P. M.
CITY OF HAVANA, (Havana direct).....Dec. 31
CITY OF NEW-YORK, (Havana direct).....Jan. 8
OLOFATAN, (Havana and Mexico).....Jan. 10
CITY OF MERIDA, (Havana via Nassau).....Jan. 20
CUBA, (Havana direct).....Jan. 17
For freight or passage apply to
F. ALEXANDRE & SONS, No. 33 Broadway.

FOR NASSAU, N. P.,

STEAM-SHIP CITY OF MERIDA
Will leave Pier No. 3 North River, Jan. 15, at 3 P. M.
F. ALEXANDRE & SONS, No. 33 Broadway.

NEW-YORK AND HAVANA DIRECT MAIL LINE.

These first-class steam-ships will sail every TUESDAY, at 3 P. M., from Pier No. 13 North River, (foot of Cedar st.,) for Havana direct, as follows:
Steam-ship MORRO CASTLE, MORTON, Jan. 6.
Steam-ship CRESCENT CITY, CURTIS, Jan. 13.
Steam-ship WILMINGTON, HOLMES, Jan. 20.
For freight or passage (having magnificent accommodations) apply to
WM. P. CLYDE & CO.,
No. 6 Bowling-green.
D. MCKELLAR, Agent in Havana.
March 31, 1873.

NOTICE TO CALIFORNIA SHIPPERS.—PACIFIC Mail Steam-ship Line.—Steam-ship RISING STAR, Capt. JONES, will be dispatched from Pier No. 42 North River, New-York, at noon, Jan. 3, 1874, for Aspinwall. For rates freight apply at company's office, on dock, foot Canal st.
RUFUS HATCH,
Vice President and Managing Director.
H. J. BULLAY, Superintendent.

NOTICE TO TRAVELERS.

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, examination and conveyance of luggage, in securing the best accommodation, in protecting the traveler from imposition, and an infinity of annoyances to which they are exposed in various parts of the continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER BOOTH, No. 3 Rue d'Alger, near the Tuileries Garden, Paris.

SHIPPING.

CARDIFF LINE.

NEW-YORK TO CARDIFF.

The South Wales Atlantic Steam-ship Company's New, First-Class, Full-Powered Clyde-Built Steam-ships
Will sail from Pennsylvania Railroad Wharf, Jersey City:
DRETA.....Dec. 13
ANDES, (chartered,).....Jan. 24
GLAMORGAN.....Feb. 7
PEMBROKE.....March 14
Carrying goods and passengers at through rates from all parts of the United States and Canada to ports in the Bristol Channel, and all other points in England.
These steam-ships, built expressly for the trade, are provided with all the latest improvements for the comfort and convenience of
CABIN AND STEERAGE PASSENGERS.
First Cabin.....$75 and $80 currency.
Second Cabin.....$35 currency.
Steerage.....$20 currency.
Prepaid steerage certificates from Cardiff.....$33
Drafts for £1 and upward.
For further particulars apply in Cardiff at the Company's Offices, No. 1 Dock Chambers, and in New-York to ARCHIBALD BAXTER & CO., Agents,
No. 17 Broadway.

FOR SAVANNAH, GA.

THE FLORIDA PORTS,
AND THE SOUTH AND SOUTH-WEST.
GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA, AND ATLANTIC AND GULF RAILROAD.
TUESDAYS, THURSDAYS, AND SATURDAYS.
THE STEAM-SHIPS
GENERAL BARNES, Capt. CHESEBROUGH, THURSDAY, Jan. 1, from Pier No. 43 North River, at 12 M.
WM. R. GARRISON, Agent,
No. 5 Bowling green.

MONTGOMERY, Capt. FAIRCLOTH, SATURDAY, Jan. 3, from Pier No. 13 North River, at 3 P. M.
R. LOWDEN, Agent,
No. 93 West st.

SAN SALVADOR, Capt. NICKERSON, SATURDAY, Jan. 3, from Pier No. 43 North River, at 3 P. M.
WM. R. GARRISON, Agent,
No. 5 Bowling green.

LEO, Capt. DEARBORN, TUESDAY, Jan. 6, from Pier No. 16 East River, at 3 P. M.
MURRAY, FERRIS & CO., Agents,
No. 62 South st.

Insurances by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading, in connection with Central Railroad of Georgia, to all points.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight Line.
GEORGE YONGE,
Agent Great Southern Freight Line,
No. 400 Broadway.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE,
FOR CHARLESTON, S. C.,
THE FLORIDA PORTS,
AND THE
SOUTH AND SOUTH-WEST.
SAILING TUESDAY, THURSDAY, AND SATURDAY from Pier No. 29 North River.
GEORGIA, Capt. S. CROWELL, Thursday, Jan. 1, 12 M.
CHAMPION, Capt. R. W. LOCKWOOD, Saturday, Jan. 3.
MANHATTAN, Capt. M. S. WOODRUFF, Tues. ay, Jan. 6
Superior accommodations for passengers.
Insurance by this line ONE-HALF PER CENT.
Goods forwarded free of commission.

Passage tickets and bills of lading issued and signed at the office of
JAMES W. QUINTARD & CO., Agents,
No. 177 West st., (corner of Warren,)
Or W. P. CLYDE & CO.,
No. 6 Bowling green.

Through freight tariffs. Passage tickets by all routes and to all points in the South and South-west, and further information can be obtained at the office of
BENTLEY D. BASELL,
General Agent Great Southern Freight Line,
No. 317 Broadway.

PACIFIC MAIL STEAM-SHIP LINE.
GREAT REDUCTION IN RATES OF FREIGHT AND PASSAGE.

The magnificent steam-ships of this line will leave Pier No. 42 North River, New-York, for Aspinwall, at 12 o'clock noon, as follows:
Jan. 3, 1874, RISING STAR, Capt. JONES, freight only.
Jan. 8, 1874, COLON, Capt. COGGIN, passengers and freight.
Jan. 17, 1874, CITY OF PANAMA. (new,) —, freight only.
Jan. 24, 1874, ACAPULCO, Capt. GRAY, passengers and freight.
Connecting at Panama with the large and splendid steam-ships of this Line for San Francisco, and also connecting at the Isthmus with steamers for Central American and South Pacific ports.
RATES OF PASSAGE.
New-York to San Francisco, cabin, $100, or $110, currency, according to location.
New-York to San Francisco, steerage, $50, currency.
Steamers of this line for Japan and China leave San Francisco on the 1st of every month.
For freight and passage, or other information, apply at the Company's office, Pier No. 42 North River, foot of Canal st., New-York.
RUFUS HATCH,
Vice President and Managing Director.

FOR ST. THOMAS AND BRAZIL.

THE UNITED STATES AND BRAZIL MAIL STEAM-SHIP COMPANY.
Regular mail steamers SAILING 23D OF EVERY MONTH, making close connections at RIO DE JANEIRO with the English and French Mail Steamships for MONTEVIDEO and BUENOS AYRES.
The splendid steam-ship MERRIMACK, Capt. W. Wine, will sail from PIER No. 2, NORTH RIVER, on FRIDAY, Jan. 23, at 3 P. M., calling at ST. THOMAS, PARA, PERNAMBUCO, BAHIA, and RIO DE JANEIRO, going and returning.
First cabin passage to St. Thomas, $150; to Para, $180; to Pernambuco, $200; to Bahia, $210, and to Rio de Janeiro, $225, gold. Steerage half price. EXCURSION TICKETS, good for six months, at three quarters of above rates.
Freights greatly reduced.
Apply to WM. R. GARRISON,
No. 5 Bowling green.

SAMANA BAY COMPANY.

For Puerta Plata, Samana, and San Domingo City, the United States Mail steam-ship Tybee, Capt. Delaney, will leave Pier No. 3 North River, with dispatch. Bills of Exchange on Puerta Plata, Samana, and San Domingo City, in sums to suit purchasers, for sale. For freight or passage apply to SPOFFORD BROTHERS & CO., No. 29 Broadway.

RAILROADS.

PENNSYLVANIA RAILROAD,

THE GREAT TRUNK LINE AND UNITED STATES MAIL ROUTE.

Trains leave New-York, from foot of Desbrosses and Cortlandt sts., as follows:
Express for Harrisburg, Pittsburg, the West and South, with Pullman palace cars attached, 9:30 A. M., 5 and 8:30 P. M. Sunday, 5 and 8:30 P. M.
For Baltimore, Washington, and the South, at 8:40 A. M., 3 and 9 P. M. Sunday, 9 P. M.
Express for Philadelphia, 8:40, 9:30, A. M., 12:30, 3, 4, 5, 8:30, 9 P. M., and 12 night. Sunday 5, 6, 10, 8:30, and 9 P. M. Emigrant and second class, 7 P. M.
For Trenton at 7:20 A. M., 2, 3, 10, and 6:10 P. M. Sunday, 2 P. M.
For Newark at 6, 6:30, 7:20, 7:40, 8, 8, 10, 11 A. M., 12 M., 1, 2, 2:30, 3:10, 3:40, 4:10, 4:30, 5, 5:20, 5:40, 6, 6:10, 6:30, 7:30, 8:10, 10, 11:30 P. M., and 12 night. Sunday 5:20, 6:10, and 8:10 P. M.
For Rahway at 6, 6:30, 7:20, 8, 10 A. M., 12 M., 1, 2, 2:30, 3:10, 3:40, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 8, 10, 11:30 P. M., and 12 night. Sunday 5:20, 6:10, and 8:10 P. M.
For New-Brunswick, 7:20 and 8 A. M., 12 M., 2, 3:10, 4:30, 5:20, 6:10 P. M., and 12 night. Sunday 6:10 P. M.
For East Millstone, 8 A. M., 12 noon, and 4:30 P. M.
For Lambertville and Flemington, 9:30 A. M. and 3 P. M.
For Phillipsburg and Belvidere, 3 and 4 P. M.
Accommodation for Bordentown, Burlington, and Camden, 7:20 and 9:30 A. M., 12:30, 2, 3:10, 4, and 6:10 P. M.
For Freehold, 7:20 A. M., 2 and 4 P. M.
For Farmingdale and Squan, 7:20 A. M. and 2 P. M.
For Long Branch and Camden, 9 A. M. and 2:30 P. M.
Trains arrive as follows: From Pittsburg, 6:50 A. M., 12:35 and 7:35 P. M., daily; 11:55 A. M. daily, except Monday. From Washington and Baltimore, 6:05 A. M., 5:15 and 10:27 P. M. Sunday 6:05 A. M. and 10:27 P. M. From Philadelphia, 5:22, 6:05, 6:50, 10:15, 11:55 A. M., 2:15, 5:15, 6:05, 8:44, 10:27 P. M. Sunday 5:22, 6:05, 6:50, 11:55 A. M. and 10:27 P. M.
From Elizabeth, Nos. 625, 435, 271, and 944 Broadway, No. 1 Astor House, and foot of Desbrosses and Cortlandt sts. Emigrant Ticket-office, No. 8 Battery place.
A. J. CASSATT, J. M. BOYD, Jr.,
General Manager. General Passenger Agent.

CENTRAL RAILROAD OF NEW-JERSEY.

ALLENTOWN LINE TO THE WEST.
Passenger and Freight Station in New-York, foot of Liberty st. Connects at Somerville, with South Branch Railroad; at Hampton Junction, with Delaware, Lackawanna and Western Railroad; at Phillipsburg with Lehigh and Susquehanna Division; also with Lehigh Valley Railroad. Direct line to Harrisburg, Pittsburg, and the West; also to Central Pennsylvania and New-York State.
WINTER ARRANGEMENT
Commencing Dec. 1, 1873.—Leave New-York as follows:
5:15 A. M.—News Train for Easton, Bethlehem, Bath, Allentown, Manch Chunk, Tamaqua, Wilkesbarre, Scranton, &c.
6 A. M.—Way Train for Plainfield.
7 A. M.—Way Train for Flemington, Easton, Belvidere, Manch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mount Carmel, Hazleton, Tunkhannock, Towanda, Waverly, &c. Connects at Junction with Delaware, Lackawanna and Western Railroad.
9 A. M.—Morning Express, daily, (except Sundays,) for Easton, Allentown, Harrisburg, and the West. Connects at Somerville for Flemington, at Easton for Manch Chunk, Tamaqua, Wilkesbarre, Scranton, &c., with through cars to Danville, Williamsport, &c.
10:30 A. M.—Way Train for Somerville.
2:40 P. M.—Express for Flemington, Easton, Bath, Allentown, Manch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.
3:30 P. M.—Way train for Easton, Allentown, and Belvidere.
3:30 P. M.—Way train for Plainfield.
4 P. M.—Way train for Easton, Allentown, and Manch Chunk. Connects at Junction with Delaware, Lackawanna and Western Railroad.
4:30 P. M.—Way train for Somerville and Flemington.
5 P. M.—Way train for Somerville.
5:15 P. M.—Way train for Plainfield.
5:30 P. M.—Evening Express, daily, for Easton, Belvidere, Allentown, Reading, Harrisburg, Pittsburg, Chicago, &c.
6 P. M.—Way train for Somerville.
6:40 P. M.—For Plainfield.
7:30 P. M.—(Emigrant)—For Easton.
9:15 P. M.—Way train for Somerville.
11:45 P. M.—For Plainfield.
For Elizabeth at 5:15, 6, 6:20, 6:40, 7, 7:30, 8, 8:45, 9, 9:30, 10:30, 11:15 A. M., 12 M., 12:40, 1, 2, 2:30, 3, 3:30, 3:45, 4, 4:15, 4:30, 4:45, 5, 5:15, 5:30, 5:45, 6, 6:30, 6:40, 7:15, 7:30, 8:15, 9:15, 10:30, 11:45 P. M.
E. E. RICKER, Superintendent and Engineer.
H. P. BALDWIN, General Passenger Agent.

RAILROADS.

NEW-YORK, NEW-HAVEN, AND HARTFORD RAILROAD.
NEW-YORK AND NEW-HAVEN DIVISION.

WINTER ARRANGEMENT,
COMMENCING NOV. 17, 1873.
Passenger Station in New-York, Grand Central Depot. Entrance on 42d st.
TRAINS LEAVE NEW-YORK.
Trains for New-Haven leave at 7:05, (accommodation,) 8:05, (express,) 9:05, (accommodation,) 10 A. M., (express,) 12 M., (accommodation,) 1, (express,) 3, (express,) 3:55, (accommodation,) 4:38, and 5:10, (local express,) 8:10, (express,) and 9:10, (express,) P. M.
For South Norwalk 7:05, 8:05, 9:05 A. M., 12 M., 1, (express,) 3, 3:55, 4:38, 5:10, 6:35, 8:10, 9:10 P. M. For Stamford 7:10, 8:05, 9:05, 10:10 A. M., 12 M., 1, 2:23 and 3, (express,) 3:55, 4:38, 4,45, 5:10, 5:40, 6:35, 7:20, 8:10, 9:10 P. M.
For Port Chester 11:40 P. M.
Boston Express, via Springfield, at 8:05 and 10 A. M., 3 and 8:10 P. M., via Shore Line, at 9 and 9:10 P. M. The 8:05 A. M., 1, 3, and 8:10, and 9:10 P. M., stopping at Stamford, Norwalk, and Bridgeport. The 8:05 A. M. and 1 P. M. connects with trains on Shore Line Division for Norwich and Providence, and the Connecticut Valley at Saybrook. The 8:05 A. M. and 3 P. M. connect with New-Haven and Northampton Railroad at New-Haven; 8:05, 10 A. M., and 12 noon trains connect with Connecticut River Railroad at Springfield, and 3 P. M. for Montreal. The 8:05 A. M., 1, and 3 P. M. connects with Naugatuck Railroad, and the 8:05 A. M., 3 P. M. with Housatonic Railroad at Bridgeport. The 8:05 and 9:05 A. M., and 3 and 8:10 P. M. with Danbury and Norwalk at South Norwalk, and the 8:05 A. M., and 5:10 P. M. with New-Canaan Railroad at Stamford.
Sunday Boston mail trains at 7 P. M., via Springfield at 8 P. M., via Providence.
Drawing-room cars on day express and sleeping cars on night express trains.
Tickets can be purchased at ticket office of company at Grand Central Depot, or at offices of New-York Transfer Company, No. 944 Broadway, and Windsor House, New-York, and No. 1 Court st., Brooklyn, who will also check baggage from residence to destination.
For further information of particulars see posters at hotels and depot.
JOHN T. MOODY,
Superintendent of New-York Division.
E. M. REED, General Superintendent, New-Haven.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—After Nov. 2, 1873, through trains will leave Grand Central Depot:
8:00 A. M., Chicago and Northern Express, with drawing-room cars through to Rochester and St. Albans.
10:30 A. M., special Chicago Express, with drawing-room cars to Rochester, Buffalo, &c.
10:45 A. M., Northern and Western Express.
3:40 P. M., Albany and Troy Express, Saturday only.
4:00 P. M., Montreal Express, with sleeping cars from New-York to St. Albans.
6:00 P. M., Express, daily, with sleeping cars for Watertown and Ogdensburgh.
8:00 P. M., Pacific Express, daily, with sleeping cars for Rochester, Buffalo, and Niagara Falls; also for Chicago, via both L. S. and M. C. Railroads.
11:00 P. M., Albany Express, with sleeping cars for Troy and Albany. Way trains as per Local Time Table.
C. H. KENDRICK, General Passenger Agent.

SOUTH-SIDE RAILROAD.

NOTICE.
On and after Dec. 1, 1873; trains will leave South 8th st., Brooklyn, as follows, Sundays excepted:
For Hempstead, and intermediate stations, at 9:30 A. M. and 4 P. M.
For Islip, and intermediate stations, at 9:30 A. M., and 4 and 3 P. M.
For Babylon, and intermediate stations, at 9:30 A. M. and 1:30, 4, 5, and 6 P. M.
For Merrick, and intermediate stations, at 9:30 A. M., and 1:30, 5, 6, and 7 P. M.
For Hempstead, Rockaway, and intermediate stations, at 9:30 A. M., and 4, 5, and 6 P. M.
Sunday trains leave Bushwick for Islip at 9 A. M.
GEO. F. CARMAN, Superintendent.

STEAMBOATS.

HARTFORD BOATS—DAILY LINE.—LEAVE Pier No. 24 Peck-slip, East River, daily, (except Sundays) at 3 o'clock P. M. All persons are forbid trusting any one on account of these steamers.
W. H. GOODSPEED, Vice President.
SAXTON & SEABURY, Freight Agents, No. 112 South st.
JUNE 1, 1873.

FOR BRIDGEPORT AND ALL POINTS ON Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine-slip at 12 noon.

NEW-HAVEN, HARTFORD, AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., (except Sundays,) connecting with road.

SITUATIONS WANTED.

FEMALES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
At the Times Up-Town Office,
No. 541/2 West 32d st., junction Broadway and 6th av.,
And the Times West-Side Office,
No. 308 West 23d st., corner of 8th av.
NO EXTRA CHARGE WHATEVER.

AT THE FRENCH OFFICE,
Removed from No. 405 5th av. to No. 68 West 37th st., may be found, as in the past, the most select help of all nations and for all situations. Apply at or address
No. 68 WEST 37TH ST.

A NUMBER OF EXCELLENT COOKS, laundresses, and other good general servants, some German, &c., for city or country, at moderate wages, and well recommended. Can be seen at the Protestant Institute, 138 6th av., above 10th st., over drug store.

CHAMBER-MAID, WAITRESS, OR LAUNDRESS.—By a young Protestant woman; is a thorough waitress; best reference can be given; would house-work to suit any one; City or country; moderate wages; has good recommendations. Can be seen at the Institute, No. 138 6th av., above 10th st., over the drug store.

COOK, WASHER, AND IRONER.—BY WELL-recommended young woman; thoroughly understands soups, bread, biscuits, pastries, &c., in best style; is excellent washer and ironer. Can be seen at Protestant Institute, No. 138 6th av., above 10th st., over drug store.

COOK.—BY A THOROUGH EXPERIENCED COOK, with best of references from first of families in England and New-York; is competent to do all kinds of cooking; wages moderate. Can be seen at the Protestant Institute, No. 138 6th av., above 10th st., over the drug store.

COOK.—BY A CAPABLE ENGLISH WOMAN, WITH City reference; understands how to do work well, to cook, wash, and iron, or do general work; wants a steady home; no objection to country. Apply at No. 106 6th av., over bine store.

COOK.—BY A VERY RESPECTABLE WOMAN; thoroughly competent in every respect; cooks meats, fish, game, poultry, &c., in best style; also, a good pastry cook; first-class recommendations. Call at No. 138 West 11th st., corner 6th av.

COOK.—BY A PROTESTANT WOMAN, AS FIRST-class cook; has the best of City reference; no objection to the country. Call at No. 330 4th av.

COOK, WASHER AND IRONER, OR HOUSEwork.—By a first-class German girl; is fully capable; best City references; wages moderate. Apply at Mrs. Lowe's, Nos. 316 and 318 Bowery, entrance on Bleecker st.

GET YOUR FIRST-CLASS COLORED SERvants, male and female, every capacity, at SIMM'S SELECT AGENCY, No. 543 6th av.

HOUSEKEEPER.—BY A WIDOW LADY AS housekeeper in a gentleman's family. Call for one week at No. 339 East 49th st.

HOUSE-WORK.—BY A CAPABLE NEW-ENGland girl, neat, industrious, obliging, for general work in a small family; is a good cook, laundress, &c.; wants a place where a thorough servant is appreciated and can have a comfortable home; City or country. Call at No. 106 6th av., over bine store.

HOUSE-WORK.—BY A YOUNG WELSH WOMAN, for general work, or chamber-work and waiting; has three years' references from last place; is a good plain cook, washer and ironer; no objection to leave the City. Apply at No. 106 6th av., over bine store.

HOUSE-WORK.—BY RECOMMENDED GERMAN girl, not afraid of work; is good family cook and a first-class washer and ironer; City or country; wages moderate. Can be seen at No. 138 6th av., above 10th st., over drug store.

HOUSE-WORK.—BY A WILLING, INDUSTRIOUS girl; good worker; can wash and iron well; will make herself useful in any capacity where her services may be required; wages moderate; good recommendations. Call at No. 136 West 11th st., corner 6th av.

HOUSE-WORK.—A GOOD NORTH GERMAN girl as general house-worker; has good recommendations. Call at No. 93 East Houston street, near Bowery.

LAUNDRESS AND CHAMBER-MAID.—BY an English woman, or as waitress and assistant; City or country; has good recommendations. Can be seen at the large Protestant Institute, No. 138 6th av., above 10th st., over the drug store.

NURSE, &c.—BY A RESPECTABLE PROTESTANT young woman to take care of children and sewing, or to do fine washing and ironing and chamber-work; has excellent reference. Can be seen at No. 138 6th av., above 10th st., over drug store.

SEAMSTRESS.—BY A RESPECTABLE ENGLISH Protestant woman as seamstress, or maid to elderly lady or grown children; can cut and fit; understands Wheeler & Wilson's machine; good City reference. Address or call at No. 332 6th av.

WET-NURSE.—BY A WET-NURSE; MARRIED woman; lost her child; has a fresh breast of good milk; no objection to country. No. 107 3d av., corner 13th st., in the fancy store.

HELP WANTED.

AGENTS WANTED.—LADIES AND GENTLEMEN are wanted to take subscriptions in New-York and Brooklyn for the *Independent*. Great inducements are now offered, and persons out of employment should apply at once.
F. C. BLISS,
No. 3 Park place, New-York.

WANTED—A PROTESTANT GIRL TO DO GENEral house-work in a family of three, where but one assistant is kept; must be thorough in her profession, and give the best City references; wages, $16. C. H. STEWART, dentist, No. 24 8th av.

AUCTION SALES.

THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY will sell 9,000 TONS SCRANTON COAL, at PUBLIC AUCTION, on WEDNESDAY, Dec. 31, at 12 o'clock noon, at No. 26 Exchange place.
SAMUEL SLOAN, President.

EDWARD M. BROWN, Auctioneer.

BY BROWN & SECCOMB.—THIS DAY, WEDnesday, Dec. 31, at 11:30 o'clock within their store: Almeria Grapes, Valencia and Palermo Oranges, and Lemons ex steamers.

DANCING.

A. DODWORTH'S
PRIVATE CLASSES FOR DANCING,
No. 212 5th av., corner 26th st.,
are now open for the season.
Send for circular.

HORSES AND CARRIAGES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
At the Times Up-Town Office,
No. 541/2 West 32d st., junction Broadway and 6th av.,
And the Times West-Side Office,
No. 308 West 23d st., corner of 8th av.
NO EXTRA CHARGE WHATEVER.

THE LONDON HARNESS AGENCY,
No. 20 East 14th st., (second floor,)
Between 5th av. and Union square.
NOTICE.

Buyers for immediate use, and parties about giving orders for spring, are notified that from this date a liberal reduction of prices will be made on the entire stock of this establishment, most extensive and complete in strictly first-class goods, comprising an assortment of
LONDON-MADE HARNESS,
fine horse clothing, saddles, and bridles, pad leathers, and articles for stable use.

HORSE BLANKETS AND CARRIAGE ROBES, SLEIGH BELLS.—A LARGE ASSORTMENT IN ALL GRADES WILL BE FOUND AT
HARMER, HAYS & CO.'S, No. 72 Beekman st.

BOARDING AND LODGING.

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NO EXTRA CHARGE WHATEVER.

STURTEVANT HOUSE,
Broadway, corner 29th st., New-York,
LEWIS & GEO. S. LELAND, Proprietors.
Rooms, en suite for families, handsomely furnished. The cuisine unsurpassed; baths and superior laundry. Single rooms, with board, $21 to $25 per week. The hotel has recently been enlarged and refurnished at great expense, making it, altogether, a desirable and beautiful home. LEWIS & GEO. S. LELAND, Proprietors.

A PRIVATE FAMILY OWNING AN ELEGANT house in West 40th st., near 5th av. and Windsor Hotel, having no boarders, will take one family only, giving them first floor, private parlor, and private table for a fair price. Address, with name and about price willing to pay for an elegant home, Box No. 2,793 Post Office; first-class references exchanged.

MRS. M. B. SUMNER, NO. 22 EAST 26TH ST., has to offer for the rest of the Winter (for account of present occupants, desirous of disposing of same,) a fine suite, suitable for a large family, or would divide it and offer in two smaller suites, with private tables.

NO. 50 WEST 19TH ST.
For gentlemen, handsomely-furnished large and small rooms; gentlemen and wives or single gentlemen; price reasonable for thoroughly first-

SHARKEY'S ESCAPE.

THE TRIAL OF MAGGIE JOURDAN.

The trial of Maggie Jourdan, charged with aiding the murderer Sharkey to escape from the City Prison, was resumed yesterday before Recorder Hackett, in the Court of General Sessions. The spacious building was crowded to its utmost capacity, and so great was the anxiety of the public to gain admittance, that a strong guard of court officers had to be stationed around the doors, in order to keep back the crowd. Notwithstanding the precautions taken, every foot of space within the building was occupied. Thanks, however, to the intelligence and courtesy of Capt. McCloskey and his court officers, the arrangements were perfect, and those whose business brought them to court, experienced no difficulty in finding accommodation. It would be well if the stupid Hibernian importations who are supposed to act as officers of the Court of Oyer and Terminer, and who, during important trials, persistently attempt to exclude reporters and others, while admitting loafers and pot-house politicians, would take a lesson from the officers of the Court of General Sessions. The appearance of the prisoner as she walked to the bar was rigidly scrutinized by the spectators. She looked grave and anxious, and conversed eagerly with her counsel. Two of the brothers of Sharkey and the prisoner's brother were in attendance as usual. Immediately on the opening of court, Mr. William A. Beach proceeded to address the jury for the defense. Counsel made an eloquent and pathetic appeal to the sympathies of the jury on behalf of his client, a guileless girl, he said, who had shown such devotion and fidelity to her betrothed husband. The exploit of the prisoner was compared by counsel to that of the Countess Lavalette, who effected the release of her husband at the time of the first empire.

Assistant District Attorney Horace Russell's speech for the prosecution was a masterly effort. While admitting that the circumstances of the case were such as to create sympathy for the prisoner, Mr. Russell urged the jury to divest their minds of all false sentiment, and pass upon the accused according to the evidence.

Recorder Hackett in his charge said that from the evidence the prisoner could only be convicted under the second count of the indictment charging her with aiding the prisoner to escape, the fact not having been proved that she had conveyed any disguises into the prison. The court alluded to the popular clamor raised by the recent escape of another prisoner, and informed the jury that they should not be influenced by public sentiment, but should act solely on the evidence.

The prisoner was deeply affected during the address of counsel, and wept repeatedly.

At 2:15 P. M. the jury retired, and at 3:40 returned into court for instructions. They wished to be informed whether the presence of Maggie Jourdan outside Sharkey's cell, after he had escaped, was an evidence of aiding and abetting.

The Recorder said that the slightest act of the prisoner, showing an intent on her part to assist in the escape, should be considered aiding and abetting. If she stood outside the cell for the purpose of concealing Sharkey, or diverting the attention of the keeper, then she was guilty of participating in the escape.

The jury again retired, and at 6 o'clock, not having agreed to a verdict, were taken to the Astor House, in charge of six officers, and locked up for the night.

FINANCIAL AFFAIRS.

Wall street was quiet yesterday, with little doing in the stock market, owing to general stagnation of business during holiday week. The principal interest centred in North-west Common, Western Union, and Pacific Mail. North-west advanced in price, owing to the favorable reports of earnings, which have increased largely for some time past. Western Union was strong, although it is reported that Commodore Vanderbilt has advised his friends to dispose of their stock at the ruling figures. Exactly why he should have thrown out such hints is not known, unless he is anxious to further increase his holdings in the stock of the company. Pacific Mail was stronger, owing to the action of the company in holding off from the proposition of the Union Pacific Railroad for a renewal of the old freight tariff. The Pacific Mail Directors are confident that they will be able to carry freight to San Francisco at lower rates than the Union Pacific Railroad, as they have a much smaller amount of capital invested in the steamers and are not obliged to pay interest on an immense bonded debt. Orders have been issued to send freight through from Japan by the Isthmus, instead of giving it to the railroads from San Francisco to New-York. In this way the Pacific Mail Company will be enabled to receive a large amount of money which formerly went to the railroads, and their revenues will be correspondingly increased. Under the present management the expenses have been cut down largely, and with the cheaper working of the screw iron steamers, the officials of the company are confident that the affairs will be put in dividend-paying shape. The Union Pacific Railroad people are working strenuously for a renewal of the old arrangement, and it is expected that a definite conclusion will be arrived at either to abolish or renew the old freight tariff to-day. The New-Jersey Midland Railroad has issued the following circular to each of the holders of the second mortgage bonds:

DEAR SIR: It is desirable on the part of this company, to promote its best interests as well as the best interests of the holders of its second mortgage bonds, that these bonds should be funded into the consolidated gold bonds of the company. The advantages of the gold bonds are that they bear gold interest and become a first lien on the extensions of the road from Franklin Furnace to Belvidere, on the Delaware River, and also on that part of the road from New-Durham to the Hudson River; and at the same time take the place of the second mortgage bonds as the second lien upon the road now built and being operated, and will ultimately become the first and only bond upon the road, as the first mortgage bonds are also to be funded into these consolidated bonds. We are now prepared to exchange these consolidated gold bonds for the second mortgage bonds of the company. Therefore we respectfully request all holders of second mortgage bonds to call at this office at their earliest convenience, with their bonds, and exchange the same. Mr. J. S. Christie is the accredited agent of this company to make these exchanges. All communications by mail should be addressed to him at the office of the company at No. 25 Nassau street, New-York.

C. A. WORTENDYKE, President.

H. B. LOW, Treasurer.

As yet it is not known how the proposition will be received. New railroads are in a peculiar position, owing to the disinclination of the financial public to invest any more money in them, until their success is assured.

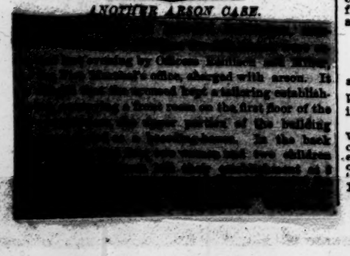
PERILS OF OCEAN TRAVEL—A SAD OCCURRENCE.

The steamer San Antonio, Capt. Pennington, of the Galveston Line, arrived at Pier No. 22 East River yesterday morning, after a stormy passage of ten days from Galveston, Texas. The San Antonio left Galveston on Dec. 20, via Key West Dec. 25, with about twenty passengers. The Captain says the trip was one of the roughest he has ever experienced during his career as a sailor. On Dec. 21 and 22, in latitude 27° and longitude 91°, the vessel encountered an unusually severe gale from the east-south-east, which continued thirty hours. She shipped great quantities of water, but fortunately sustained no damage. From the 26th to the 28th, coming from Cape Florida to Lookout, severe westerly gales were experienced, with a very high sea. On the 28th inst., in latitude 33° 22', longitude 76° 20', the officers of the vessel saw a large schooner lying to under foresail, with mainsail gone; also a bark which was without a foretop-gallant mast. No signals were shown by either. On the 26th, the same day, the San Antonio passed a schooner's spars, with some rigging attached. Capt. Pennington also reports a sad incident as occurring on the voyage off Cape Delaware, on Monday morning, when Wm. H. Stephens, a correspondent of the New-York *Herald*, who engaged passage for New-York at Key West, jumped overboard and was drowned. The officers made every effort to save the correspondent's life, without avail. The ship was under full sail and going very fast at the time of the occurrence. The rash act is attributed to mental depression, resulting from illness.

BLACKWELL'S ISLAND INSTITUTIONS.

Two members of the Ladies' Visiting Association of the Episcopal Church made their annual Christmas distribution to the inmates of the Almshouse and Incurable Hospital on Blackwell's Island on Saturday, assisted by Rev. W. G. French, Church Missionary. The gifts were contributed by some benevolent persons for that purpose, and consisted of groceries, fruits, and other articles, which were gratefully accepted by the recipients. Two of the women visited in the Hospital for Incurables had attained the ages of 106 and 109 years respectively, one being a native of Germany and the other of Ireland. On New-Year's day a ball will be given to the patients of the Lunatic Asylum, and contributions for this purpose will be received by Capt. S. Erwin, steamer Bellevue, foot of Twenty-sixth street. The ladies of the association will visit the island again on that day to distribute such articles as may be contributed for that object.

ANOTHER ARSON CASE.



Fire Marshal Sheldon was notified, and made an investigation, which resulted in the arrest of the tailors, who are now locked up at Police Head-quarters. The accused were insured for $3,000 in the German American Company, and Mr. Sheldon states that the value of the stock in the place will not exceed $500.

THE KINGS COUNTY SUPERVISORS.

The Kings County Supervisors held their last meeting for 1873 last evening in the County Court-house, Supervisor at large Osborne in the chair. The session was of a very stormy character. The ante-room and the benches set apart for the public were filled with people, the majority of whom were politicians more or less interested in the reports of the different committees which it was known would be presented. After the minutes of the last meeting had been read and approved Supervisor Johnson rose to a question of privilege. He wished to explain his position in regard to the Penitentiary Committee. He had prepared a minority report, showing by incontrovertible facts that the public had been swindled out of $10,000. Mr. Johnson was interrupted by Supervisor Richards, who said that the majority report of the committee was ready, and would be reported at the proper time. Mr. Johnson was going on to explain his reasons for not signing the majority report when he was noisily interrupted. When something like quiet was restored, the Chair decided that the discussion of the matter was not in order until the report had been presented. A communication was next received from the Commissioners of Charities, protesting against the report prepared by the committee of the board on the annual report of the Commissioners. They claimed that the investigation was one-sided, and that they had received no notice to attend. After the reading of the communication, Supervisor Richards moved that the whole matter be referred to the new Board of Supervisors. He did not think the Commissioners had been fairly treated. Supervisors Prentice, Fisher, and Harmon, of the committee, urged the propriety of at least hearing the report read. They had with great labor prepared a report, which in their opinion showed that the county had been swindled out of thousands of dollars, and as it was their duty under the law to report the matter to the Governor it would not be proper that the body from which they received their power to investigate should refuse to consider the report without even hearing it read. The protest of the committee was in vain. During their appeals in favor of hearing the report, a constant hum of conversation was kept up by the members, interrupted now and then by loud laughter. When the matter was put to a vote, it was decided to refer it to the new Board of Supervisors. The committee declare that they will bring the report before the Governor as private citizens. The committee charged with investigating the Coroner's office, reported that they had discovered no frauds, but a great many irregularities in the manner of conducting inquests. The report was adopted. The report of the Penitentiary Committee was also referred to the new board, but as the old board has no such power, the action amounts to a virtual killing of the reports. The politicians having attained their object, became restive, and the board adjourned.

The report in regard to the Department of Charities, above mentioned, sets forth that Kings County has been paying a profit of from fifty to 280 per cent. for merchandise purchased for the institutions. They state that a contract was awarded to H. H. Campbell for 1,500 pounds of black tea at fifteen cents a pound, and 5,000 pounds of green tea at fifty-five and sixty-five cents per pound, and that the price marked for black tea was thirty cents. While not a single pound of this tea had been received during the fiscal year, in the contracts for the supplies of coffee, boots and shoes, and other articles, similar overcharges and violations of the contracts were found to exist. A comparative list of the prices paid by similar institutions in New-York for all goods bought by contract is given, from which it appears that in every instance a much higher price is paid in Brooklyn for articles of the same quality. They condemn the practice of giving orders to grocers' stores in favor of those to whom temporary relief is extended, upon the ground that such persons do not receive value for the amount charged in the order. They were unable to ascertain whether the large quantities of supplies charged were required or were actually delivered, and, while severely censuring the commissioners, urgently call for a thorough examination of the matter.

NEW TRANSATLANTIC STEAM-SHIP COMPANY.

A new American steam-ship company, it is said, is about to be organized. It proposes constructing forty-five first-class iron steam-ships of at least 4,000 tons each, with an average minimum speed of fifteen knots an hour at sea. They shall each accommodate 100 cabin passengers and 1,000 steerage, having also a cargo capacity of 2,500 tons. They are to form a daily line between the United States and Liverpool, and are to cost about $36,000,000. The prospectus goes on to say that the company will issue their bonds, payable in twenty years, at six per cent. interest, payable semi-annually, for sufficient amount to construct and equip the ships. It is desired that the Government guarantee the bonds of the company (holding liens on the ships) and pay the interest. For and in consideration of said interest paid by the Government, the company transport the United States mails each and every day for twenty years, to and from the United States to Liverpool.

A NEW RAPID TRANSIT SCHEME.

The New-York Quick Transit Railway Company has recently organized for the purpose of constructing a railroad from the City Hall, New-York, to the north-eastern boundary of the City, with its annexed territory. The line has been located from a point east of the Third avenue bridge over the Harlem River, through the towns of Morrisania and West Farms, to and across the Bronx River, east of West Farms village. It is proposed to build an elevated railway through Morrisania, to a point in the town of West Farms; from whence it will be a surface road. It is designed to extend the road south of the Harlem River to the City Hall. It will be a four-track road, for express and local traffic built on the most substantial plan, possessing novel features, which, it is believed, cannot fail to secure public confidence. The officers of the proposed road are: Gen. Charles H. Stuart, President; Chas. J. Gillis, Vice President; Gen. Quincy A. Gillmore, Consulting Engineer; S. N. Haight, Chief Engineer. The papers and maps were recorded at Albany and White Plains yesterday.

COURT OF GENERAL SESSIONS.

In the Court of General Sessions yesterday, Recorder Hackett presiding, Assistant District Attorney Russell prosecuting, John Lynch and Mary Herbert pleaded guilty to petit larceny, and were sentenced—the former to six months and the latter to three months in the Penitentiary....Morris Benson pleaded guilty to grand larceny. Two years in the Penitentiary.....Arthur J. Holmes pleaded guilty to an attempt at grand larceny. Two years in State Prison.....Genaro Coppertino, an Italian, and John Gribben, for felonious assaults with dangerous weapons, were sent—the former for three years and six months, and the latter for two years and six months, to State Prison.... James Harris, who was convicted of a felonious assault and remanded in order that the state of his mind should be inquired into, was brought up and sent to the Penitentiary for one year....Isaac Lee Ovis, colored, an habitual coat-stealer, pleaded guilty, and was sent to State Prison for four years and six months.....Charles Disch, convicted of stealing a box of tea valued at $77, the property of Spencer Hickoks, Nos. 79 and 81 Park place, on the 17th of December, was sent to State Prison for five years. Disch pleaded guilty to grand larceny in December, 1872, on which occasion sentence was suspended.

THE KELSEY MYSTERY.

A curious story is being circulated at Huntington, Long Island, in reference to the case of Charles G. Kelsey. While the dispute over the reward for the recovery of his body is engaging the attention of the courts, reports that Kelsey has been seen alive are again gaining currency. Sanford Brown states that on the 29th of October, while passing through Duane street, between West Broadway and Hudson street, with a horse and cart, he saw Kelsey standing on the sidewalk in conversation with a man and a woman, and fully recognized him as the person he had known in Huntington during the last twenty-five years. As soon as he could leave his horse and cart he says he went over to speak to him, but before he came up to him Kelsey ran away and entered at No. 161 Duane street. He says he is ready to make this statement on oath if necessary.

THE OUTGOING CORONER.

Coroner Herrman, in anticipation of his retirement from office, gave a banquet to the attachés and reporters of the Coroner's office, in the Steuben House, last night. The affair was of the most pleasant character, and was attended by quite a number of old attachés of the Coroner's office. After the cloth was removed, interesting reminiscences of past events were indulged in, and the guests, in parting from their host, conveyed to him the warmest assurance of respect and esteem.

THE SINKING FUND.

The Commissioners of the Sinking Fund held a brief session yesterday, all the members being present. Mayor Havemeyer presided. The following resolution was adopted:

Resolved, That a warrant be executed in favor of Geo. W. Lane, Chamberlain, for the sum of $300,000, to be charged to the Sinking Fund for the payment of interest on the City debt on account of the surplus revenues of said fund for the year 1873, and credited to the "General Fund" of the City in pursuance of chapter 163, Laws of 1862.

The meeting then adjourned.

CITY AND SUBURBAN NEWS.

NEW-YORK.

The Japanese Consul of this port, Mr. Tomita, is seriously ill.

The Butter and Cheese Exchange has adjourned over New Year's.

Marshal Hart has resigned his office, the resignation to take effect on the 1st of January.

Commissioner Van Nort, of the Department of Public Works, accompanied by Sir Charles Hartley, of England, paid a visit to the Boulevard, yesterday.

David K. Knapp, of No. 118 First street, who was arrested on the 27th inst., was, on examination before Justice Bixby, exonerated from any participation in the matter laid to his charge.

At the Casino, in Houston street, a lecture was delivered in French last night by a citizen, Emile Ravenal, on the "Commune and its Work," defending the same, and arguing that the work of the Commune was good, at least, in its aims and intentions.

The whereabouts of Henry Genet is still unknown to Sheriff Brennan. The moment the special deputies "locate" him, a telegram will be sent on reciting the fact of his conviction and escape, and requesting the Police of the place where he may be found to arrest and detain him in custody until a warrant for his extradition can be procured.

At 1:30 o'clock A. M. yesterday morning, a fire occurred in the tailor store of Drestel & Madlinger, on the first floor of No. 66 East Twelfth street, causing $500 damage to stock, &c. The upper portion of the premises is occupied by Ellen C. Burrows as a boarding-house; loss $230. The building is damaged to the extent of $500.

Nearly 800 votes were cast at the Democratic primary election, held at Tremont, for the Twenty-fourth Ward. It is asserted that young men visited the polls in gangs repeatedly, and voted each time. About 10 o'clock quite a row occurred at Tremont, which resulted in the arrest of William Redmond on a charge of striking Henry D. Purroy with a large stone. Redmond, in his defense, states that he had been attacked by four men in a lager-beer saloon and badly treated. Purroy is represented to be severely injured.

BROOKLYN.

An interesting entertainment was given last evening at the Athenæum for the benefit of St. Mary's Hospital for Women.

The barge Upland was raised from in front of the Brooklyn Navy-yard Dry Dock yesterday. The Arapiles will be floated out to-day.

The incoming and outgoing Mayors will receive their friends on New-Year's Day at the Mayor's office, City Hall, between 10 A. M. and 1 P. M.

Emil Sterger, charged with setting fire to No. 266 Union avenue on Sunday night, was yesterday admitted to bail in the sum of $2,000 by Justice Eames.

The Commissioners of Police have issued an order to the Superintendent of Police directing him to make regulations looking toward greater efficiency in the detective department.

Capt. Duncan, United States Shipping Commissioner, has just concluded his third term as Superintendent of the Plymouth Church Sunday-school. Prof. Robert R. Raymond succeeds Capt. Duncan.

The City Treasurer's report was received by the Controller yesterday. Balance in hand Dec. 29, $3,982,246 11; deposits during the week, $801,465 60; total, $4,063,711 71; payments during the week, $112,123 28; balance in hand Dec. 27, $3,951,588 43.

The Mechanics' and Traders' Exchange, of Brooklyn, have elected the following officers to serve during the ensuing year: President, Jas. Howell, Jr.; Vice President, Jeremiah Van Riper; Treasurer, John W. French; Trustees, James H. Watson, John DeMott, Francis Curren, James Sharkey, P. F. O'Brien, James Ashfield, Geo. Phelps.

LONG ISLAND.

Sleighing is excellent all over the island, and the merry jingle of sleigh-bells can be heard in every direction.

The village of Babylon has neither a Justice of the Peace nor a Constable, and the citizens have organized for mutual protection.

Considerable excitement has recently been produced in the neighborhood of Southampton by the discovery of oyster beds in Mecox Bay, where years ago they were plentiful, and of fine quality. Their extent is not yet definitely known.

The whole number of inmates of the Queen's County Almshouse on the 16th inst. was 248, of whom 200 were able-bodied adults, capable of earning their own living. This fact is considered a strong argument in favor of purchasing a farm on which to employ the county poor.

The Rockaway oystermen are much troubled at the appearance of a new inlet which has recently broken through the beach only a short distance from the old one. It has already become navigable for small boats, and it is seriously feared that the ocean will, ere long, force its way through it and fill up the old one—thus causing such a disaster as befell the oystermen upon the sudden opening of the latter, by which oysters to the value of thousands of dollars were sanded and destroyed.

STATEN ISLAND.

Captain Holbrook still lies at Police Head-quarters, at Stapleton, in the same room in which he inflicted the wound upon himself. Last evening he was thought to be improving. Drs. Anderson and Feeney and Surgeon Lea are still in almost constant attendance, as is also Mrs. Holbrook, the Captain's wife.

A petition has been circulated throughout the village of Edgewater, remonstrating against the creation of another school district in that village, near the Clove road by he town of Southfield. Last evening the people held a school-meeting in the school-house at Concord, and voted, by a large majority, to abandon the project.

WESTCHESTER COUNTY.

Messrs. Oakey & Jones, of East Fourteenth street, are the architects of Mr. Constable's new villa now in course of construction at Larchmont—not Mr. Jardener, as stated yesterday.

NEW-JERSEY.

The Jersey City Curling Club opened their rink yesterday.

It cost the City of Elizabeth $569 30 to keep the streets clean during the month.

Recent burglaries in Orange has induced the authorities to increase the number of policemen.

Yesterday the State and county tax of New-Brunswick, amounting to $62,180 80, was paid by the City Collector.

Residents of Jersey City have subscribed $125 for the family of United States Marshal Stephenson, the victim of Mecchia.

Philip Donohue, the keeper of a grocery corner of Canal and River streets, Newark, was arrested, yesterday, for assaulting his wife.

The "Chemistry of Carbon" was the title of a lecture delivered by H. Carrington Bolton at the Library Hall, Elizabeth, last evening.

On the 1st of January Mr. W. S. Sharp will commence the publication, in Trenton, of a new daily paper, to be known as *Public Opinion*.

The Essex County Road Board of 1873 held its final session on Monday. The new board—three Republicans and two Democrats—will organize on Monday next.

Mr. Lyon L. Nathan, a prominent Democratic politician of Jersey City, is at the point of death from an overdose of morphine which he took yesterday morning.

The Farmers' Club, of Middlesex County, will meet in the Court House at New-Brunswick, on Monday next. The best method of improving the county roads will be discussed.

Coroner Miller, of Englewood, began an inquest, yesterday, in that town, on the body of Mrs. Mary McGinnis, found on Tuesday last lying at the foot of a flight of stairs, in her home at Tenafly.

It having been rumored that Commissioner of Public Works De Lavergne, of Jersey City, demanded $150 for the appointment of J. J. Markey as Water Purveyor, a committee of investigation was appointed by the board yesterday, on motion of Mr. De Lavergne.

The Court of Pardons met at Trenton yesterday, to consider the sanity of Jacob Mecchia, who is condemned to be hanged at Jersey City in January. A number of physicians were examined, but the court adjourned without taking any action. This will probably be the end of the matter.

At midnight on Monday Officer Baum, of the Second Precinct Police, of Newark, was attacked with a knife by a drunken man named McDermit, whom he had ordered to leave the corner of Newark and Orange streets. In the struggle Baum was stabbed in the forehead and behind the right ear. His wounds are not fatal. McDermit is under arrest.

The case of Charles Herdmann, the Orange schoolmaster who was convicted of grand larceny at the last term of the Essex County Courts, was brought up in the General Sessions, yesterday, on motion for a new trial. Judge Gifford denied the motion, but gave the defendant until Jan. 20 to produce proofs of his innocence, when, if he is successful, the motion will be granted.

The Reform School Trustees of Newark have prepared a supplement to the act creating the board, to be submitted to the Legislature, by which the title of the institution which the board is authorized to establish will be made the "Newark City Home," and which provides for the admission of all minor children bereft of natural guardians, or who shall be surrendered by their guardians to the institution. The original act does not provide for the admission of girls.

CRIMES AND CASUALTIES.

Henry Dicker, the young lad arrested by Detective Stillwell, of the Second Precinct, for stealing revolvers, valued at $250, from his employers, Henry Law & Co., of No. 72 Beekman street, was committed for trial at the Tombs, yesterday, by Justice Bixby....Coroner Young held an inquest yesterday in the case of the boy Patrick Donnelly, of West Twenty-eighth street, whose death resulted, it was charged, from injuries inflicted by his aunt, Rosa Reilly. The jury found a verdict against Rosa Reilly, who was committed to the Tombs, and Donnelly Senior and his wife were committed as witnesses. ....Jacob Cusick, aged twenty-five, of No. 407 West Twenty-fifth street, while intoxicated, fell into an open sewer at Fifty-eighth street and Tenth avenue, and sustained serious injuries....Lizzie Whiting, aged thirty, of No. 30 Vestry street, jumped off the bulkhead at Pier No. 40, North River, and, falling on a boat, received severe injuries. She was picked up insensible, and when she recovered was taken home....Michael Casey, aged fifty-two, of No. 518 West Thirtieth street, died suddenly, yesterday. He was brought home in an unconscious condition on the 27th inst., and remained in that condition until death ensued. ....Edward Hyler, aged forty, of One Hundred and Tenth street and Ninth avenue, fell down an embankment near his residence, and received severe injuries....Patrick Finnegan, aged thirty-five, of No. 347 Stanton street, while getting off car No. 50, of the Cross-town line, at the corner of Tenth avenue and Forty-second street, fell on the ice and broke his right ankle....A fire occurred last evening at No. 305 West Twenty-seventh street, occupied by G. L. Lobbe, butcher, causing $150 damage. The fire extended to the grocery store of Joseph Wetter, damage $200....Wm. Fox, aged thirty-five, of Gold street, Brooklyn, died suddenly yesterday while at work at No. 88 Beekman street.

MASONIC.

At a meeting of Acanthus Lodge, No. 719, F. and A. M., Brooklyn, held on Monday evening, the following offices for the ensuing year were publicly installed by R. W. Ellwood E. Thorne, Deputy Grand Master: Charles F. Bloom, Master; L. L. Burdick, S. W.; C. N. Manchester, J. W.; A. Alford, Treasurer; B. C. Smith, Secretary; Geo. Weightman, Jr., S. D.; A. G. Jenkins, J. D.; E. O. Reeve, S. M. C.; J. W. K. Oakley, J. M. C.; S. B. Nightingale, Chaplain; C. H. Kimberly, Organist; Geo. Kroger, Tiler; H. S. Styles, Ed. Honeywell, C. H. Kimberly, Trustees. At the conclusion of the installation ceremonies an address was delivered by D. G. M. E. E. Thorne, and a handsome jewel was presented to past Secretary Alford. The evening was brought to a close by a reception and banquet, both being numerously attended.

THE ANN STREET GAMBLERS.

Amos Broad, the proprietor of the faro bank No. 24 Ann street, and the eight men arrested while gambling on Monday night, by Sergt. Blair, of the Second Precinct, were arraigned before Justice Bixby, at the Tombs, yesterday morning. Broad was held for trial in the Court of Special Sessions, and the remaining prisoners were discharged. Broad, on being arraigned before the Special Sessions, pleaded guilty, and was fined $250, which he promptly paid.

LIVE STOCK MARKETS.

BUFFALO, Dec. 30.—Cattle—The receipts to-day, including 58 cars reported to arrive, were 1,683 head, making the total supply for the week thus far 3,281 head, or 193 cars, against 136 cars for the same time last week. The market was active at ¼c.@½c. advance on last week's closing prices. The attendance was good, but the quality of a generally inferior grade. About 1,100 head were disposed of. Sales of 350 head Ohio Steers, ranging from 946 lbs. to 1,670 lbs., at $4 50@$7; 300 head Illinois Steers, ranging from 1,111 lbs. to 1,566 lbs., at $5@$7; 150 head Michigan Steers, ranging from 858 lbs. to 1,334 lbs., at $4@$5 45; 64 head Indiana Steers, averaging 1,332 lbs., at $5 50. Sheep and Lambs—The receipts to-day, including reported arrivals, were 1,500 head, making the total supply for the week thus far 3,000 head, against 7,600 head for the same time last week. The market opened strong at ¼c.@½c. advance on last week's closing prices. But few Canada Sheep have yet arrived; sales of 1,000 head Michigan Sheep, ranging from 84 lbs. to 99 lbs., at $5 12½@$5 37½; 187 head Ohio Sheep, averaging 77 lbs., at $4 50@$5; 900 head Indiana, ranging from 81 lbs. to 95 lbs., on private terms. Hogs—The receipts to-day, including reported arrivals, were 1,400 head, making the total supply for the week thus far 7,200 head, against 13,700 head last week. The market was almost bare of stock; prices ¼c.@½c. advanced; Yorkers, $5 12@$5 37½; heavy Hogs, $5 50@$5 70.

CHICAGO, Dec. 30.—Cattle active and firm; receipts, 3,200; quality improving: Fair to Choice Steers selling at $4 75@$5 75; Extra, $6@$6 70, the outside price for a bunch of Fancy 18 cwt. Steers; Good Corn-fed Texans brought $4; shipments, 1,160. Live Hogs active and higher; receipts, 17,000; prices firm; packers were the principal buyers at a range of $5 10@$5 50; the most of the sales were at $5 25@$5 40; shippers bought a few light Hogs at $4 80@$4 90; shipments, 1,900. Sheep active and higher; receipts, 1,100; sales of Fair to Choice at $4 25@$5; shipments, 543.

WATERTOWN, Mass., Dec. 30.—Beef Cattle—Receipts, 447 head; last week's prices were but poorly sustained, a considerable quantity of the stock being of an inferior grade; sales of choice at $10; extra, $9@$9 50; first quality, $8@$8 50; second quality, $6@$7 50; third quality, $4@$5 50. Sheep and Lambs—Receipts, 2,100 head. The supply was light and trade was very dull at the opening, but the few lots offering were quasi closed out at as low rates as last week. Sales of Sheep, in lots, at $2 25@$3 75 each; Extra, $4@$7; Spring Lambs, 5c.@8c. ₱ lb.

HAVANA MARKET.

HAVANA, Dec. 30.—Exchange in fair demand. On the United States, 60 days, currency, 77@79 premium; short sight, 81@83 premium; 60 days, gold, 94@96 premium; short sight, 100@102 premium: on London, 119@120 premium; on Paris, 91@93 premium.

[Advertisement.]

HAPPY NEW-YEAR.—Go to KNOX'S when selecting holiday presents. His stock of furs is magnificent and his prices low, while Knox is the recognized hatter of the Metropolis. His stores are Nos. 212 Broadway, in the Prescott House, and Fifth Avenue Hotel.

PASSENGERS ARRIVED.

In steam-ship Baltic, from Liverpool.—H. H. Hall and wife, Mrs. Thornburg and daughter, E. D. Cropper and servant, G. S. Harrington, G. A. Pinkerton, Miss Belle Wert, Master Fred. Kennedy, Thomson Bonar, Isaac Angell. Master Wm. Easdale, F. W. Burgoyne-Vernon, Chas. St. John Beauclerk, Geo. S. Lee, Geo. De Pardonet, Col. Bateman and wife, J. T. Sherman, H. Von Gundell, A. S. Underhill and wife and two daughters, Mrs. Creighton, Capt. G. Malsard.

In steam-ship Wisconsin, from Liverpool.—J. M. Hassal, Capt. Moreno, Miss Faulkner, Miss S. A. Cole, Mrs. C. B. C. Wallace, S. E. Warner and wife, Miss Sophie Warner, Miles Roland.

In steam-ship Spain, from Liverpool.—Mark M. Pomeroy, J. Powell, Thos. Filden, R. A. Smith, J. Inverarity, J. Walsh, A. Phillipson, Mrs. Rogerson, Miss E. A. Brown, Miss H. Henry.

In steam-ship Monro Castle, from Havana.—T. G. Abbott, C. F. Woodworth, M. Gonzaley Buck.

MINIATURE ALMANAC—THIS DAY.

Sun rises....7:24 | Sun sets.....4:42 | Moon sets..5:23

HIGH WATER—THIS DAY.

Sandy Hook, 5:53 | Gov. Island....6:14 | Hell Gate..7:36

MARINE INTELLIGENCE.

NEW-YORK....MONDAY, Dec. 29.

CLEARED.

Steam-ships Italia, (Br.,) Craig, Glasgow, Henderson Brothers; Wilmington, Holmes, Havana, Wm. P. Clyde & Co.; Virgo, Buckley, Savannah, Murray, Ferris & Co.; Old Dominion, Walker, Norfolk, Old Dominion Steamship Co.

Ship Ole Smitt Plong, (Norw.,) Carlsen, Bordeaux, C. Tobias & Co.

Barks Carl Max, (Ger.,) Bager, Cork for orders, Funch, Edye & Co.; Emka, (Dutch,) Klutgurt, Antwerp, Funch, Edye & Co.; River Thames, (Br.,) Penny, Glasgow, Funch, Edye & Co.; Marina, Achoro, (Ital.;) Lamont, Queenstown, A. P. Agresta; Rosetta, (Ital.,) Gazzolo, Cork or Falmouth for orders, A. P. Agresta.

Brigs A. M. Owen, (Br.,) Hunt, Point-au-Pitre, Guad.; L. F. Brigham; Auguste, (Ger.,) Isage, Corunna, F. W. Junge & Co.; Nellie, Higgins, St. Croix via Norfolk, Roche, Bro. & Co.; Ruby, (Br.,) Neal, Bridgetown, Barbadoes, D. Trowbridge & Co.; Fanny Flint, Warren, St. John, N. B., Heney & Parker.

Schrs. Henry Parker, Lewis, Demerara, E. Rowe & Co.; Mary A. Rich, Blanchard, Angiers, J. E. Ward & Co.; Henury, (Br.,) Thomas, Malta and a market, S. L. Merchant & Co.; J. G. Stover, Abbott, Para, B. J. Weinberg.

ARRIVED.

Steam-ship City of Antonio, Pennington, Galveston Dec. 20 and Key West Dec. 25, with mdse. and passengers to C. H. Mallory & Co. Dec. 21 and 22, lat. 27, lon. 91, encountered a severe gale from E. S. E., lasting 30 hours; shipped great quantities of water, but received no damage; 26th to 28th, from Cape Florida to Lookout, experienced very severe westerly gales, with very high sea; 28th, lat. 33 22, lon. 73 20, saw a large schr. laying to under foresail, with mainsail gone; also a barkentine, with loss of foretopgallant-mast; no signal shown by either; same day passed a schooner's spars, with some rigging attached; 29th, at 8:54 A. M., lat. 37 10, lon. 74 38, Wm. B. Stevens, of the New-York *Herald*, a passenger from Key West, jumped overboard and was drowned; the ship was under full sail and full steam at the time; all efforts were made to save him, but did not succeed, he sinking very soon after striking the water.

Steam-ship Spain, (Br.,) Grace, Liverpool Dec. 17 and Queenstown 18th, with mdse. and passengers to F. W. Jones & Co. Dec. 23, lat. 44 25, lon. 49 34, passed a steamer bound E.; 27th, lat. 42 26, lon. 69 45, passed an Anchor steamer bound E.; 29th, lat. 40 30, lon. 68 02, passed steam-ship Italy homeward bound for Liverpool. The S. brings 10 cabin and 96 steerage passengers.

Steam-ship Baltic, (Br.,) Kennedy, from Liverpool, arr. at an early hour this A. M., reports: Experienced very heavy head gales and severe squalls the entire passage; Dec. 21, lat. 41 10, lon. 20 30, passed an American steamer, bound E.; 22d, lat. 50 57, lon. 27 40, passed an Allan steamer, bound E.; 24th, lat. 48 13, lon. 39 20, passed a National steamer, bound E.; 26th, lat. 44 40, lon. 52, passed a brig rigged steamer, bound E.

Steam-ship Wisconsin, (Br.,) Freeman, Liverpool Dec. 17 and Queenstown 18th, with mdse. and 9 cabin and 94 steerage passengers to Williams & Guion. Dec. 23, lat. 50 09, lon. 26 26, passed steam-ship Samaria, from Liverpool for Boston.

Steam-ship Champion, Lockwood, Charleston Dec. 27, with mdse. and passengers to Jas. W. Quintard & Co.

Steam-ship Morro Castle, Morton, Havana, Dec. 26, with mdse. and passengers to Wm. P. Clyde & Co.

Steam-ship Hamilton, Couch, Richmond, City Point, Steamer Enterprise, Falker, Virginia, with wood to C. W. Alcott & Co.

Bark Abbie J. Franklin, Porter, New-Orleans 20 da., with molasses to F. Lyman & Co.—vessel to James Henry.

Bark Atlantic, (Norw.,) Knudsen, Antwerp 50 da., in ballast to Funch, Edye & Co.

Bark Jupiter, (Ger.,) Grongvist, London 63 da., in ballast to Tobias & Bockmann.

Bark Hannasar, (Ger.,) Westendorff, Stettin 60 da., in ballast to G. Tobias & Co.

Bark Mary M. Bird, (of Rockland,) Packard, Marseilles Oct. 18, with mdse. to James Henry—vessel to Snow & Burgess.

Bark Tellemach, (Norw.,) Jonnassen, Arendal 60 da., in ballast to Tetens & Bockmann.

Bark Agnis, (Norw.,) Pedersen, Stavenger 45 da., in ballast to Funch, Edye & Co.

Bark T. C. Berg, (Ger.,) Brunn, Liverpool 63 da., with salt to order—vessel to Funch, Edye & Co.

Bark Cleone, Maloney, Cienfuegos 31 da., with sugar to Burguieres and Avilez.

Bark Frey, (Norw.,) Osterman, Barrow 50 da., with steel rails to order, vessel to Tetens and Bockmann. Dec. 18, lat. 34, lon. 72 27, picked up a first-class iron buoy, painted red, with letters U. S. L. H. and figure 4 on it.

Brig Michelina, (Ital.,) Esposite, Palermo 45 da., with mdse. to Phelps, Bros. & Co.

Brig Guido, (Ital.,) Calcagno, Liverpool 55 da., with salt to order—vessel to A. P. Arrests.

Brig Mary E. Thayer, Greenlick, Cephalonia 80 da., with fruit to Brown Bros. & Co.—vessel to Hand & Swan.

Brig Valoro, (of Halifax,) Vance, East Harbor, T. I., 14 da., with salt to order—vessel to H. J. De Wolf & Co.

Brig Julia Eason, (of Lockport, N. S.,) Dunn, Mayagues, P. R., 17 da., with coffee to Fisher & Co. Dec. 21, lat. 34 10, lon. 75 05, spoke brig James Holt, from Baltimore, bound S.; Dec. 24, lat. 35 10, lon. 74 30, saw a vessel's mast about four feet above water.

Schr. Mary E. Douglass, (of Boothbay,) Sherlock, Mayagues, P. R., 12 da., with oranges to Wm. Douglass—vessel to B. J. Wenberg. Dec. 22, lat. 34, lon. 79, passed the wreck of a schr. water-logged and abandoned; was about 150 tons burden, painted black, and had foremast standing. Left in port schr. F. G. Bailey, for New-York in 4 da.

Schr. J. M. Morales, (of Bucksport,) Eldridge, Aquin 21 da., with log